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TIME-TABLE

WEEK DAYS

7.00 a.m.	7.10 a.m.	
7.30 „ to	8.00 „	every 15 minutes Stopping
8.00 „	8.20 „	„ 10 „ „
	8.30 „	Non Stop
	8.37 „	Stopping
	8.47 „	Non Stop
	8.54 „	Stopping
	9.04 „	Non Stop
	9.11 „	Stopping
	9.20 „	Stopping
9.30 a.m. to	11.00 „	every 10 minutes Stopping
11.30 „ „	12.30 p.m. „	15 „ „
	12.40 „	Non Stop
	12.47 „	Stopping
	12.57 „	Non Stop
	1.04 „	Stopping
	1.13 „	Non Stop
	1.20 „	Stopping
1.30 p.m. to	4.00 „	every 10 minutes Stopping
4.00 „ to	4.30 „ „	15 „ „
4.30 „ to	6.30 „ „	10 „ „
	6.40 „	Non Stop
	6.47 „	Stopping
	6.57 „	Non Stop
	7.04 „	Stopping
	7.13 „	Non Stop
	7.20 „	Stopping
	7.30 „	Non Stop
	7.37 „	Stopping
	7.47 „	Non Stop
	7.54 „	Stopping
	8.03 „	Non Stop
	8.10 „	Stopping

SUNDAYS

7.00 a.m.	7.10 a.m.	
7.30 a.m. to	9.30 „	every 15 minutes Stopping
9.30 „ „	11.00 „	„ 10 „ „
1.15 „ „	12.00 noon	„ 15 „ „
12.00 noon „	1.00 p.m.	„ 10 „ „
1.00 p.m. „	2.30 „	„ 15 „ „
2.30 „ „	4.30 „	„ 10 „ „
4.30 „ „	5.30 „	„ 15 „ „
5.30 „ „	6.30 „	„ 10 „ „
	6.40 „	Non Stop
	6.47 „	Stopping
	6.57 „	Non Stop
	7.04 „	Stopping
	7.13 „	Non Stop
	7.20 „	Stopping
	7.30 „	Non Stop
	7.37 „	Stopping
	7.47 „	Non Stop
	7.54 „	Stopping
	8.03 „	Non Stop
	8.10 „	Stopping

SATURDAYS:
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11.15 „ „ 11.45 „ „ 15 „ „

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TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon .....dep.	6.41	8.35	9.15	10.28	12.00	1.18	4.34	5.27	7.09
Yaumati .....dep.	6.51	...	9.25	10.38	12.09	1.27	4.43	5.37	7.20
Shatin .....dep.	7.03	...	9.38	10.50	12.21	1.39	4.55	5.50	7.32
Taipo .....dep.	7.17	...	9.52	11.03	12.34	1.52	5.08	6.03	7.46
Taipo Market ...dep.	7.22	...	9.57	11.08	12.38	1.56	5.12	6.07	7.49
Fanling .....dep.	7.33	...	10.08	11.19	12.48	2.06	5.23	6.17	7.59
Sheung Shui ...dep.	7.38	9.13	10.13	11.23	12.52	2.10	5.27	6.21	8.03
Shum Chun .....arr.	7.44	9.19	10.19	11.29	12.58	2.16	5.33	6.27	8.09

Sundays & Public Holidays only.

	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum Chun.....dep.	7.22	8.06	9.28	10.37	11.40	2.58	4.36	5.19	6.05
Sheung Shui ...dep.	7.29	8.13	9.34	10.44	11.47	3.05	4.44	5.19	6.12
Fanling .....dep.	7.33	8.18	9.38	10.48	11.51	3.10	4.49	5.28	6.17
Taipo Market ...dep.	7.43	8.29	9.48	10.58	12.02	3.21	5.01	5.38	6.27
Taipo .....dep.	7.47	8.34	10.12	11.03	12.07	3.27	5.08	5.37	6.31
Shatin .....dep.	8.00	8.47	10.25	11.16	12.21	3.40	5.23	5.50	6.44
Yaumati .....dep.	8.14	8.59	10.38	11.28	12.34	3.53	5.37	6.02	6.56
Kowloon .....arr.	8.23	9.09	10.46	11.36	[illegible]	4.01	5.45	6.10	7.04

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SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.
Fanling ...dep.	7.45	11.30	2.30	6.20	Shatauk[illegible]	8.30	10.15	1.05	5.00
Shataukok ...arr.	8.40	12.25	3.15	7.15	[illegible]	[illegible]	11.10	2.00	5.55

Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from Messrs. THOS. COOK & SON, HONGKONG, or from THE AMERICAN EXPRESS COMPANY, HONGKONG.

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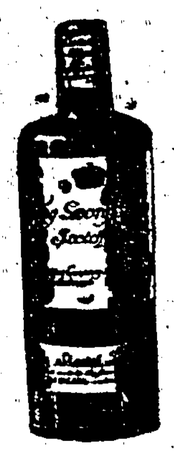

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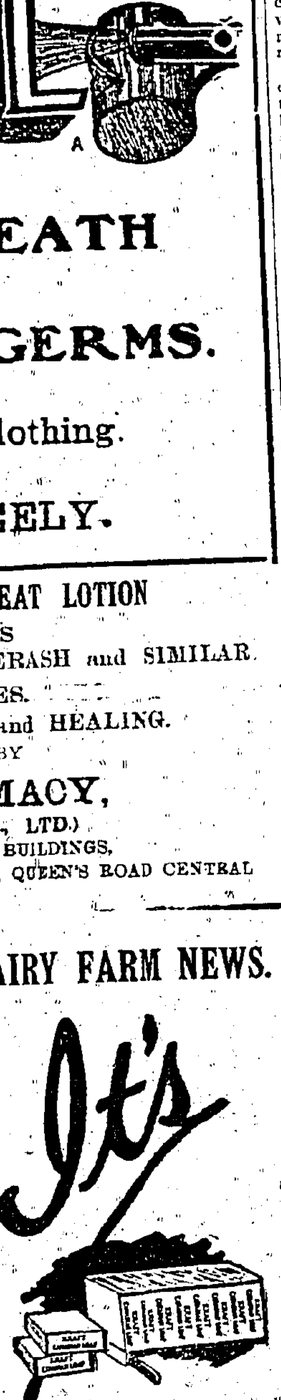
DAIRY FARM NEWS.



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FROM THE EARTH TO THE MOON.

PROF. GODDARD'S SCHEME FOR THIS SUMMER.

The American papers just now are devoting much space to the coming attempt of Professor R. H. Goddard to fire a rocket with such initial velocity and directness of aim that it will reach the moon, a distance of rather less than a quarter of million miles.

The Professor, who is a director of the Physics Dept. at Clark Univ., Worcester, Massachusetts, has been working at the project for several years, and has the financial backing of the famous Smithsonian Institution of Washington. Under the auspices of that organisation experiments have been carried out with rockets so devised that after they are fired they are carried to great altitudes by successive discharges of explosives in small combustion chambers, and when the rocket has attained its maximum height a second rocket is discharged at a velocity sufficient to carry it beyond the resisting medium of the earth's atmosphere.

These researches have satisfied Prof. Goddard that it is possible to give a properly constructed rocket a sufficient velocity—about seven miles a second—to take it beyond the sphere of the downward pull of the earth's gravitation, and this accomplished it will, says Prof. Goddard, "continue its flight without interruption through interplanetary space to the moon."

The rocket is made of steel and is shaped like a cigar, with a narrow tapered head. It contains inside "a small internal combustion engine, ignited by smokeless nitrocellulose, and once free of terrestrial gravitation continuous discharges of the internal apparatus by means of an ingenious reloading mechanism, will do the rest."

Provided the rocket obeys the theoretical calculations of its designer, it is expected to hit the moon thirty-six hours after it begins its flight, and to ensure that it will reach its billet it will be necessary to calculate—not a difficult problem, as the motion of the moon in its orbit is known with refined accuracy—exactly where the moon will be at any time, and range on that part of the heavens.

So that the arrival of the projectile on the moon can be seen it will contain a quantity of Victor flash powder, which will be ignited by the impact, and calculations show that the brilliant light this gives off will need less than 3 lb. to enable the flash to be visible in a 12 in. telescope. The attempt is to be made in the early summer, most probably when the moon is in the crescent phase, so that the flash which will signal the contact of the rocket with our satellite may occur on the dark unilluminated region, and thus increase the prospect of its visibility.

That the project it not so visionary as it seems is evident from the co-operation of the Smithsonian Institution. It has been discussed and approved by the American Association for the Advancement of Science, and, speaking of Professor Goddard's pioneer experiments, the late Sir James Dewar expressed the opinion that they pointed to the possibility of ultimately attaining the necessary high velocity to overcome the earth's gravitation.

TEN ACRES OF RESTAURANTS.

CATERING FOR MILLIONS AT WEMBLEY.

The catering side of the British Empire Exhibition claims to be the most advanced of the whole enterprise at Wembley. Two or three of the cafes and restaurants are already in operation and a number of others could be opened immediately.

Messrs. J. Lyons and Co., Limited, have the contract for the entire catering, both for visitors and staff, and in all there will be 54 licensed cafes and restaurants. These will be of every type. At one end of the scale there is Lucullus, a restaurant which is being decorated in a somewhat bizarre style, and, in addition to the restaurant proper, will contain a number of semi-enclosed loggias, which can be used for private parties. When the weather permits, the restaurant service will be extended to the lawn in front, and a dance floor is being specially laid. The seating accommodation will be approximately 1,000. The next stage is the restaurant for "table d'hote" meals on the lines of the Trocadero Restaurant.

One of the busiest restaurants in the exhibition grounds will be the grill-room, with a seating accommodation of 1,300. The service here will be also based on the Trocadero. Further down the scale are the Regent and the Popular restaurants. They will have "table d'hote" and "a la carte" services respectively, at prices approximating to those of the Popular Cafe, Piccadilly. The seating accommodation of these two restaurants is approximately 1,000 each. There are 12 cafes, where light luncheons and dinners are served on the lines of the Corner Houses. Several of these will have a soda fountain. The seating capacity of these restaurants varies from 750 in the largest to 350 in the smallest. Further, there are a great number of licensed cafes for the service of light refreshments on similar lines to the Lyons teashops.

The total area available for seating accommodation exceeds ten acres. In full operation, the entire chain of restaurants will give a seating capacity of 25,000, and plans have been made for the serving of 175,000 meals a day. Under conditions of unusual pressure more could be served. A staff of 7,000 will be necessary to attend to the wants of the visitors. Several of the Colonial exhibits, including Australia, West Africa, Malaya, &c., have their own cafes, which will be managed by J. Lyons and Co., Limited.

It is anticipated that each week there will be required 75 tons of meat, 200 tons of bread and cakes, 1,500 crates of Colonial dried fruits, 2,000 Colonial pineapples, 3,000 tins of sardines, 2,000 gallons of soup, 40 tons of potatoes, six tons of tea, and half a million bottles of mineral waters. A special railway siding has been installed to handle the milk traffic alone.

Over 100,000 cubic feet of gas per hour will be necessary to keep the ovens going, which have a capacity of over 5,000 cubic feet. Over 20,000 gallons of water will be required every hour for cooking purposes.

THE SEVEN HANDS.

AN ANTHROPOLOGIST'S NOTES IN SCOTLAND.

In a lecture reported in the *Scotsman* Mr. A. Nicol Bruce said there were seven general types of hand. First, and lowest of all, they had the elementary type—extremely thick-set and short, dumpy, and brutal looking. This type was, indeed, but once removed above the brute creation. Abroad he had found the type mainly in certain parts of two countries only—Africa and Germany. Happily, in Scotland such hands were few and far between, chiefly found among the unskilled alien artisans in parts of the wild and woolly West. So far as could be gauged, the one main object of this type was threefold—to eat, to drink, then, to sleep.

Secondly, there was the square or useful practical type, with palms and fingers square-cut, and with long thumbs, high-set and outstanding. Abroad this hand was very noticeable among the Gurkhas (those valient sons of Tibet), the Japanese, and the North Irish. At home the lecturer had observed it markedly in two places—Dundee and Aberdeen. The possessors of this type were essentially logical and hard-headed, usually punctual and methodical, more inclined towards the things of this world than to the things of the next, and with little or no imagination. They were, nevertheless, sound, solid, and successful workers, but terribly determined, dour, douce, and dogged. In each of the nine places and districts specified, especially the first two, the wonderful finessing fingers of the practical inhabitants could readily distinguish in the dark between a worn shilling and an old half-penny.

THE NERVOUS TYPE.

Thirdly, the spatulate or active nervous type, in appearance usually sprawly and crooked, and with large pads at the finger-tips, somewhat like the spatula used by chemists to pound their powders. Abroad they would find this type predominate among the French and the Americans. At home it was the one hand to be seen in the main on all sides in the city and suburbs of Glasgow. This type was always pounding away at something or other, active, tireless, restless workers, ever on the go, very emotional, imaginative and unconventional, and a bit demonstrative, but still quite self confident.

Fourthly, they had the philosophic hand, usually thin and slim, and with long bony, knotty-jointed fingers. Abroad the type was very prominent among the Greek, Mohammedans, and Turks. This hand of Ancient Athens lived to-day, and moved and had its being in Scotland within the walls of modern Athens. The knotted or jointed fingers denoted carefulness and detail, keen analysis, reflection and order, both in work and study.

Fifthly, they had the conic or artistic hand, with fine fingers tapering and pointed. This was the one outstanding type in the Sunny South. In Scotland he had observed it predominate in four places—Inverness, Perth, Oban, and in certain parts of Edinburgh. These hands, usually soft and full and fleshly, pointed to a tendency towards indolence, their possessor being very sensitive to all the beauties of exquisite and fair surroundings, refinement, colour, literature, art, and music. The women of this type he had also noted usually married for love.

HAND OF THE IDEALIST.

Sixthly, the psychic or idealistic hand—a refined cross between the philosophic and the conic. This was the type notably seen among the high-caste Hindus, the Spanish, and South Irish abroad. At home only in three professional places had he found the type predominate—at King's College, Old Aberdeen; at St. Andrew's University, and in the booklined studies of a very few Scottish manses. He regarded this type as the highest development of the hand on the purely mental plane, but from the worldly standpoint it was by no means the most successful. Its possessors often lived in a faraway world of dreams and ideals. In the Universities of Edinburgh and of Glasgow, strange to say such hands were now conspicuous by their absence, the realities of life apparently coming far before the idealities, both with teachers and with taught.

Seventhly, and lastly, they had the mixed hand—an aggregation of some or all of the types—the typical hand of the versatile Sassenach far south of the Borders, with fingers often all differing from one another—one round, one square, one spatulate, one pointed—or with the palm of one type and some or all the fingers mixed. This type was to be found in every corner of Caledony and why? Because they never got far from their friends, the ladies.

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Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. the Prince of Wales, says:—

SIR,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "The Directory & Chronicle for China, Japan, the Straits Settlements, etc., etc.," which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,
GODFREY THOMAS,
(Private Secretary.)

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COMPANY REPORT.

BRITISH TRADERS INSURANCE CO., LTD.

The report for presentation to the shareholders at the fifty-eighth ordinary meeting states:—

The Board has now to lay before the shareholders a balance sheet containing a summary of the property and liabilities of the Company on December 31st, 1923, and a statement of accounts to the same date.

1922 Account.—After payment of the interim dividend of 9/- per share and the bonus of 20 per cent. to contributors passed at the last annual meeting, there remains a balance of £149,779. 19s. 6d. as per annexed statement.

The Board recommends that this sum be appropriated as follows:—

A final dividend to shareholders of 8/- per share on 96,000 shares	£ 38,400. 0.
To be carried forward to underwriting suspense account to close the account for the year 1922	111,379.19.6.
	£149,779.19.6.

1923 Account.—The balance of working account on December 31st, 1923, was £294,823.19.1. as per annexed statement.

The Board recommends that an interim dividend of 9/- per share be paid to shareholders, absorbing £43,000, that a bonus of 20 per cent. be paid to contributors, absorbing about £25,000, and that the remainder be carried forward.

Directors.—Since the last general meeting Mr. A. O. Lang, Mr. G. M. Dodwell, Mr. E. V. D. Parr, and Mr. G. T. Edkins resigned from the Board on leaving the Colony and Mr. J. P. Warren, Mr. C. G. S. Mackie and Mr. G. M. Young, have joined the Board.

In accordance with the Articles of Association Mr. D. O. Russell and Mr. J. A. Plummer retire but offer themselves for re-election.

Auditors.—Messrs. Lowe, Bingham & Matthews, and Mrs. C. Bernard Brown, Chartered Accountants, retire, but offer themselves for re-election.

THE GOLD "FARCE."

PROFESSOR ELLIOT SMITH ON "USELESS YELLOW METAL."

Professor G. Elliot Smith, F.R.S., recently published in *The Times* a letter on 60 centuries of gold addressing the Aldwych Club on the subject of gold currency said that having got on moderately well for nine years without gold currency, even if we recognized it as the hidden foundation of financial stability, the question arose whether the metal was really essential for the maintenance of civilization, apart from the temporary circumstance that America seemed ready to accept and to bury in its vaults the world's supply of gold.

Having traced the creation of the artificial value of gold the lecturer concluded:—

"The chief factor in determining centres for settlement in Africa and Asia, in Europe and America, has not been originally their attractiveness or fertility, but their richness in gold, precious stones, and metals. The prospector has laid the plans of civilization, and miners' camps were the instruments whereby the different countries of the world were inoculated with the germs of culture.

"The exaggerated value thus attached to the useless yellow metal made it the chief material of tribute 30 centuries ago, and a few centuries later it became the material of currency. Thus its power for good and ill, for facilitating the beneficent work of civilization, and for developing new possibilities for greed has dominated civilization for 25 centuries. Now that circumstances have curtailed it, value as currency and created the paradoxical waste of energy, whereby vast numbers of people, mainly in the British Dominions, are digging out of the earth this substance mainly to enable Americans to bury it again in their subterranean vaults, the question arises whether this farce should continue.

TOO MUCH GOLD.

TWO-FIFTHS OF WORLD'S SUPPLY IN U.S.

Like King Midas, the United States is afflicted to an increasing degree with the curse of too much gold. According to the annual report of the Federal Reserve Board, her monetary stocks of gold now amount to £930,233,000—two-fifths of the world's supply and more than the total amount of the British debt to her.

The Great War before she entered it added greatly to her gold stocks. In the five years since the war ended she has received an additional £232,558,000 in gold. Last year her net gold imports amounted to £68,372,000.

The flow of gold to her coffers seemingly cannot be stopped. Her trade exports last month were £85,150,000, or £13,719,000 more than in the same month last year. Of this £48,880,000 went to Europe, of which Britain's share was £17,240,000. Europe in return sent her only £23,211,000 worth of goods, and of this Britain sent only £8,031,000, somewhat less than in the same period last year.

A picturesque fraction of the Midas problem with which America is confronted is now being solved by her goldsmiths, who, with their customers rolling in money, are devoting their attention to the manufacture of objects of art in gold. Europe used to be the centre of the goldsmith's art, but her place is now being rapidly taken by America. Since the beginning of the year American goldsmiths have bought gold metal from the Government at the rate of £1,000,000 a month, converting it into ornaments instead of coin.

CANTON TAXATION OF SHIPPING FREIGHTS.

BOAT OWNERS PROTEST.

The *Evening Star* (Canton) states:—

Three hundred and fifty shipping merchants, boat owners, and others effected by the recent order to increase the freight rates by 20 per cent. in order to turn over the extra charges to the military authorities for war purposes petitioned the Generalissimo and other officials to repeal the order on May 3rd. The shipping interests stated that shipment nowadays has been much delayed on account of frequent piracy and commandeering of vessels; that the shipment of poultry and fish and vegetable products will be interferred with if the order to report for inspection about military charge of freight and the like is to be obeyed; that protection of shipments in an ordinary duty of the Government, and such a protection should not be covered by special charges; that further collections of charges on native bottoms will surely drive the trade to foreign ships which are being permitted to run without being subject to *likin* of the Chinese Government; that the 20 per cent. extra rate collected to be turned over to the Government immediately will interfere with local shipping business in which much freight is being sent on account, i.e., collect on delivery without immediate collection of charges; that the heavy fines exacted on false reports of collection will put too great a risk on the boat owners, as some employés on board may easily put their employers in danger by simply making an error in the calculating of charges.

DIVIDEND ANNOUNCEMENT.

MESSRS. LANE, CRAWFORD, LTD.

The accounts of Messrs. Lane, Crawford, Ltd., for the past year show a balance standing to the credit of the profit and loss account amounting to $127,987.47, after allowing for depreciation, bad debts, etc.

The Directors at a meeting held on Tuesday resolved to recommend disposal of this amount as follows:—

(1.)—To place to reserve $100,000.
(2.)—To pay a dividend of $1 per share, absorbing $125,000.
(3.)—To pay a bonus of 50 cents per share, absorbing $62,500.
(4.)—To pay a bonus to the staff of approximately 10 per cent. on salaries, and to carry forward the balance to the new account.

The annual meeting is to be held on May 26th.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS.

May 7th, 1924.

Hongkong — Shanghai Banks	$1170 b.
Canton Insurances	$720 b.
Union Insurances	$241 b.
Hongkong Fire Insurances	$536 b.
"Star" Ferries	$85 sa.
China Sugars	$200 s.
Langkats (Combined)	Tls. 25¾ b.
Kowloon Wharves	$167 s.
Whampoa Docks	$150 nominal
Shanghai Docks	Tls. 93 nominal
Hongkong Lands	$105 b.
Hongkong Hotels	$11¼ (new), $17½ (old) b.
Humphreys Estates	$22 s.
Ewo Cotton Mills	Tls. 11¾ b.
Cements	$23¼ (old) $5½ (new) b.
Hongkong Rojers	$62½ b.
China Providents	$14 (old) ex. div., $4.60 (new)
Dairy Farms	$25¾ b.
Watsons	$25 b.
Hongkong Electrics	$35 s.
China Lights	$15.60 (old), $9 (new)
Hongkong Trams	$35 b.
Peak Tramways	$17¾ b.
"Shell" Transports	93/- b.
Kailans	69/- ex. div. b.

b.—buyers; s.—sellers; sa.—sales.

One of the best of Sir Frederick Bridge's stories, is of an old peer who, when a singer at the Chapel Royal had finished an indifferent rendering of the phrase, "The ungodly have laid a snare for me," ejaculated loudly, "And I wish to Heaven they'd caught you!"

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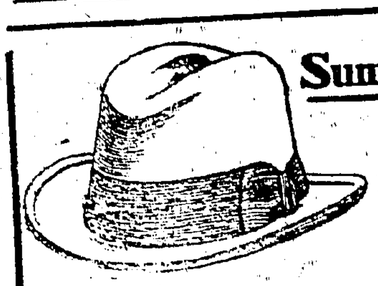

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SATURDAY, May 10th — "WANTED A SMILE."

SUNDAY, May 11th — "THE BEGGAR'S OPERA."

MONDAY, May 12th — "UNDERGROUND TO ANYWHERE."

TUESDAY, May 13th — "NINE O'CLOCK REVUE."

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WEDNESDAY, May 14th — "POT POURRI."

Popular Prices $3, $2 and $1.

Booking at Moutrie's and The Star.

SINGAPORE.

JAPANESE AMBITIONS.

A REVIEW OF RECENT POLICY

The following letter was recently published in *The Times*:—

SIR,—The British Empire is first and foremost an Asiatic Empire. Two-thirds of its population and (as your columns have abundantly shown) its principal interests are there, with the best prospect we have of markets in the future.

Within the last half-century a new Power has arisen, which had succeeded in obtaining a complete control of the Western Pacific, and now aims (whether she avows it or not) at the mastery of the islands in that area and the continent adjacent thereto. In connection, therefore, with the Singapore base, it is essential to examine (1) the policy, and (2) the needs of Japan.

1.—JAPANESE POLICY AFTER 1904.

The Russo-Japanese War broke the spell of white invincibility and the Great War seriously impaired European prestige in the Far East. After 1904 Japan set to work to strengthen her position in Asia. "A number of patriotic societies were formed which culminated in the Pan-Asiatic Association founded by Marquis Okuma, afterwards Prime Minister in 1915. Among these societies was the Indo-Japanese Association, in support of which Okuma wrote in 1907 (while the Anglo-Japanese Treaty existed) as follows:—"Being oppressed by the Europeans, the 300 millions of Indians are looking for Japanese protection. Japan ought to go to India." Before the war Mr. Hara, who succeeded Okuma as Prime Minister, preached as a journalist the doctrine of "Asia for the Asiatics," and wrote of the White Peril as opposed to the Yellow Peril. In the same period the Anglo-Japanese alliance became unpopular in Japan as an objectionable restraint on the national expansion, and in 1914 the semi-official Colonial Office Journal wrote:—"Not only will Japan try to erase the ambitions of Russia and Germany, it will do its best to prevent England and the United States from touching the Chinese cake."

In January, 1915, without giving England the notice due under the Anglo-Japanese Treaty, Japan presented to China the famous five groups, or 21 demands, which, if granted, would have given Japan a complete military and economic protectorate, practically involving a monopoly of commercial interests in China. The demands were presented in secret. Secrecy was enjoined on the recipient under threats of penalties and when they were tardily communicated to Great Britain, the clauses which vitally affected British interests were suppressed. According to a competent writer—"Those demands remain in full force under guarantee of a treaty extorted from China in May, 1915." ("Japan," by Mr. Longford, late H.M. Consul at Nagasaki, page 244).

2.—POLICY AFTER THE GREAT WAR.

"After victory," said the great Japanese warrior statesman, "tighten the helmet strings." So immediately after the Great War, and before signing the Covenant of the League of Nations, Japan proceeded to develop her armed strength with all the energy and little of the secrecy with which she prepared for war against Russia a quarter of a century ago. To-day her Army consists of 250,000 men with the colours and a fully trained reserve of 618,000. "But there is no secrecy at all in the fact that recent reforms in organization are intended to give Japan in the year 1930 a fully trained Army of 4½ millions, recruited entirely from her sons." (Longford, page 255). I should add that the reduction announced in the number of men with the colours is purely nominal.

As to the Navy, the Washington Conference, in the words of a competent authority (Golovin), has not only not prevented the possibility of war, it has not even stopped the preparations for war. The conference limitation of the number of battleships will be scrupulously carried out, for in this respect Japan was behind the United States. It has given Japan a naval holiday in which (1) to develop her shipbuilding yards and her naval cruiser strength, in which she was weak (Golovin); (2) to accumulate oil stores and build oil tankers, and (3) to strengthen her naval bases and fortifications on which she was to spend 92,000,000 this year (*Hansard*, July 19th, 1923). Moreover, official answers show that the Japanese naval shipbuilding programme will only be retarded by one year owing to the earthquake, and will be completed in 1929 instead of 1928. (*Hansard*, March 5th, 1924). Half the Japanese National budget is expended on the Army and Navy, while the Naval budget is twice that of the Army. The Army and the Navy are not under the control of the Japanese Parliament, but under that of the Emperor. In addition, it must be recollected that Japan favours preventive wars, and that as the result of her conflicts with China and Russia and the Great War Japan sees in war a source of economic prosperity.

3.—THE ECONOMIC NEEDS OF JAPAN. (*a*) POPULATION.

Apart from national and racial grievances, which the Washington Conference left untouched what are the immediate economic advantages to be obtained by these vast armaments? The Japanese islands have, roughly speaking, a population of 56,000,000, and a density of about 375 persons per square mile, which is the more serious because of the great proportion of mountain and uninhabitable land. Rice is the staple food, yet the area for rice cannot be increased, and a rise in the price of rice causes popular revolts. The outlet to the North is not utilized because the Japanese population prefers warmer countries where rice can can be grown. The annual increase of population (about 700,000) causes Japan to turn her eyes to the South, to the Philippines, where the population is 87 to the square mile: to the Dutch East Indies, where, apart from Java, the population is 20 to the square mile; to French Indo-China with 60, Siam with 31, and the Malay Peninsula 75 to the square mile. In Australia, from which (as from Canada and the United States) Japanese are excluded, the population is 1.8 to the square mile.

(*Continued at foot of next column.*)

(*b*) INDUSTRY AND COMMERCE.

There is further the question of industry and commerce. The profits of the Great War went to the Exchequer and the capitalists. The masses are impoverished. The price of rice and of fish (which takes the place of meat) rose from 250 to 300 per cent., but wages have not risen proportionately, if at all. Hence labour troubles and Bolshevist propaganda. In the war, Japanese merchants lowered the quality of their goods, sold shirts with buttons pasted on, etc. Owing to this and to the protective measures of other countries, markets have been lost, and there is an economic crisis, apart from the earthquake, which has to be met. Hence more than ever Japan casts covetous eyes on China. Japan needs raw materials apart from foodstuffs (which she imported to the value of £25,000,000 in 1919). She requires cotton, oil, coal, and above all, iron, the want of which has been called the Achilles tendon of her military power. To obtain these she is certain to tighten her grasp on China, with its 420,000,000 of industrious folk. As to the Philippines, a prominent American naval officer has written:—"The Philippines are there for Japan whenever she likes to take them, and nothing can prevent her from seizing them whenever she feels inclined to do so. We could do nothing whatever to protect them in time of war." (*Sea Power in the Pacific*," p. 140). The same may be said of the Dutch East Indies, which apart from Java, can hardly be said to be effectively occupied.

CONCLUSION.

Our possessions come next, and we have to recognise that in Singapore, Borneo, and Hongkong we are face to face with a proud, patriotic, warlike, seafaring nation animated by perfectly legitimate ambitions. She has just emerged from her feudal system, and is like England in the Elizabethan age. She has, as a nation, as much sympathy with the League of Nations as our fore-fathers had with the Grand design of Sully or any other Utopia. Her demand for racial equality was, to her indignation, rejected at Versailles, so she has set about getting it, and other things, her own way. She has a moral code (*bushido*) as lofty as our own. She is grateful for the practical sympathy shown her over the earthquake, but her Government is in the hands of a determined militarist oligarchy, which may at any time be tempted to aggressive steps to divert domestic attention from the "dangerous thoughts" of reformers.

In 1930 Japan will be ready, if not before. We are as we were in 1908, only Japan is far more clever than Germany. Peace can be maintained if it is perfectly clear what our policy is in the Far East and that we mean to stand by it. Otherwise, as in the case of the Crimean War, the Boer War, and the Great War, we shall drift into war because the pacifists will once more be taken at their own valuation as qualified to speak for Great Britain. The naval base at Singapore is a test of our resolution.—I am, Sir, your obedient servant,

GEOFFREY DRAGE.

March 10th.

JAPANESE IMPERIAL WEDDING.

PUBLIC CELEBRATIONS SHORTLY TO BE HELD.

The public celebration of the wedding of His Imperial Highness the Prince Regent and Her Imperial Highness Princess Nagako Kuni will take place on the four days commencing from and including May 31st.

So far as the court is concerned, the celebration will take the form of a series of imperial banquets, that on the first day being reserved for the members of the Imperial Family, while those on subsequent days will be participated in by the Diplomatic Corps, Government officials, representatives of public bodies, and those prominent in various walks of life. Leading foreign residents of Tokyo and Yokohama will also be invited.

Popular celebrations of the event will be organized by the municipal bodies of the chief cities and towns of the Empire. That in Tokyo will take the form of a public function on the grounds immediately adjoining the Imperial Palace, when Their Imperial Highnesses have consented to be the guests of the Municipality.

For the amusement of the general public open-air entertainments will be staged in different parts of the city, the streets will be decorated, a lantern procession organized, and decorated cars will be run through the principal streets each evening.

TENNIS BOOM.

NEW COURTS BEING CONSTRUCTED EVERYWHERE.

Another lawn tennis boom is expected this summer, says a London paper.

This year there will be more courts than ever, in London, the large towns, and the holidays resorts. Borough engineers have been busy during the winter mapping out parallelograms on vacant plots of land.

Rackets are as dear as ever, but they are more fanciful in appearance, some with white handles, and many with green and peacock-blue stringing. The balls cost as much. High wages are responsible for this, though players assert that it is the work of manufacturers' rings. The makers' reply is that there are not enough employers associated together to prevent competition.

One must pay from £2 15s. to £3 3s. for a really satisfactory racket, and balls are still in the neighbourhood of a guinea or more for a dozen. The factories, however, are working at top speed.

Now Wimbledon, the crown of the season, will probably see a wonder player, Miss Helen Wills, from America, who has yet to meet Mlle. Lenglen.

THE BRITISH EMPIRE EXHIBITION.

The following is from the *China Express and Telegraph* of April 10th:—

The exhibit of the Crown Colony of Hongkong will be found in the Far East Southern corner of the Exhibition grounds. There 175 Chinese, who have journeyed therefrom, will assist in the realistic production of a Chinese street. Upon approaching the buildings the artistic lines and Oriental character leave no doubt as to the locality you are in, and having passed through the tower gateways, flanked by enchanting circular entrances, all the bustle and life of a typical Hongkong street scene is there before you in the courtyard you have entered. On the right there will be models of the Colony portraying one of the most beautiful harbours and one of the largest shipping ports in the world. A special model depicting Hongkong by night, with its innumerable scintillating lights presents a scene never forgotten. In the adjoining building are models of the Colony's dockyards, including vessels in course of construction and actual completion. In this connection it may be mouted that at a period during the war more vessels were built in Hongkong than in the whole of the British Empire outside of the United Kingdom.

To the left of the entrance will be a building devoted to the exhibition of Samples of Chinese produce handled in Hongkong, with facilities for obtaining the fullest information relating thereto. This has been prepared by the Association of Exporters and Dealers of Hongkong (British members). In the adjoining pavilion, carrying on their daily industries, are workers in silver, ivory, rattain and blackwood. The making of kites of fantastic shapes, an industry centuries old, and Kingfisher feather workers, one of the artistic wonders of the East, should attract and delight. Near by will be found the sericulture exhibit, which in an extraordinarily small space faithfully illustrates in actual process the silk industry from the eggs of the silkworm to the finished product.

The restaurant in the centre, and extending from the outer line through to the courtyard, is one of the main exhibits, where tiffins, dinners and teas, cooked and served in Chinese style, will be served with chopsticks to the accompaniment of Chinese musicians. The whole of the personnel will be Chinese, and furnishings, fittings and crockery have been specially made and brought from Hongkong to ensure faithful, local colour. It is a dignified building with typical black pillars supporting a red roof with Chinese adornments. There will also be innumerable works of interest and art exhibited in the 22 shops which complete the realistic impression of what actually exists in Hongkong to-day. This row of shops forms one side of the whole enclosure, and faces you as you enter.

SOME OF THE EXHIBITS.

GOVERNMENT OF HONGKONG.—Relief Model of Hongkong and Leased Territory. 18 ft. × 15 ft. enclosed in wood rail 3 ft. high.

View from Kowloon of Hongkong by night. 18 ft. × 11 ft. 6 in. enclosed in plywood case.

HONGKONG AND WHAMPOA DOCK CO., LTD.—Model of Kowloon Docks—12 ft. × 8 ft., in glass case.

Model of the original Whampoa Dock—24 in. × 20 in., in glass case.

Models of eight ships built and engined at Kowloon, and made by workmen at the dock in glass cases, namely:—S.s. *Kungwo*—A river steamer, built to the order of the Indo-China Steam Navigation Co., Ltd., for the Yangtsze trade. Dimensions—2,200 tons D.W., 3,200 I.H.P., 350 ft. B.P. × 48 ft. 6 in. × 15 ft. 6 in. S.s. *Lungshan*—A river steamer built to the order of the Hongkong, Canton and Macao Steamboat Co., Ltd. Dimensions:—1,110 tons D.W., 3,700 I.H.P., 290 ft. B.P. × 54 ft. ×13 ft. 6 in. S.s. *Suisang*—Built to the order of the Indo-China Steam Navigation Co., Ltd., together with a sister-ship, the s.s. *Yuensang*—Hongkong/Manila run. Dimensions:—3,900 tons D.W., 2,450 I.H.P., 310 ft. B.P. × 46 ft. × 25 ft. S.s. *Paludina*—Oil tanker, one of four sister ships built to the order of the Anglo-Saxon Petroleum Co. Dimensions:—8,400 tons D.W., 3,100 I.H.P., 412 ft. B.P. × 53 ft. 1 in. × 31 ft. S.s. *Hektor*—Built to the order of Messrs. Bruusgaard, Kiosterud and Co., Drammen. Dimensions:—8,020 tons D.W., 3,000 I.H.P., 400 ft. B.P. × 52 ft. × 31 ft. S.s. *Henry Keswick*—A powerful steam tug and salvage steamer of Company's own use. Dimensions:—2,000 I.H.P., 165 ft. B.P. × 34 ft. × 17 ft. S.s. *Lien Shing* is under construction to the order of the Indo-China Steam Navigation Co., Ltd., for the Tientsin run. Dimensions:—2,600 tons D.W., 2,700 I.H.P., 285 ft. B.P. × 44 ft. × 22 ft. *No. 1 Launch*—Dimensions:—65 ft. 3 in. B.P. × 12 ft. 6 in. × 7 ft. 3 in. mld., I.H.P. 120.

TAIKOO DOCKYARD AND ENGINEERING CO.—This exhibit will consist of a hand some case containing a model of their dockyard on a scale of 1-16in. to the foot. The model shows the C.P.S., Ltd., *Empress of Canada*, of 22,000 tons in drydock, this being the largest vessel which has been dry-docked in Hongkong up to the present time; also vessels in course of construction on the building berths, vessels fitting out at the sea wall, and coasting and river steamers on the slipways. At each corner of the case will be photographs of vessels built by the Company, along with views of the dockyard and shops. There will also be a scale plan of the lay-out of the whole establishment, which covers an area of 55 acres.

KOWLOON-CANTON RAILWAY.—Model 1-6th size of "Timeproof" patent ferro concrete railway sleeper and patent fastenings, concrete railway sleeper, and fastenings. Also a sample "Timeproof" concrete sleeper taken from the track after six years' service. The exhibit will serve to demonstrate the durability of the sleeper under actual working conditions. These are shown by Mr. Robert Baker.

(*Continued at foot of next column.*)

Other local industries will be represented by exhibits of manufactures by the Green Island Cement Co., and the Hongkong Rope Manufacturing Co. Finally, some fascinating models of stage sets, designed by Mr. W. Sinclair, for Shakespearean and other plays produced in Hongkong. There is also the setting for a Chinese play, reproducing the "Goddess of Heaven" Temple, on Cheung Chau Island after an original painting by G. McPherson. Some people will know that the temple at Cheung Chau is devoted to the worship of the Goddess of Heaven, a worship which antedates the present well-known system of China—Confucianism, Buddhism, Taoism and Mahommedanism. This Goddess is widely worshipped by fishermen and other boat people, and is therefore very appropriate to Cheung Chau.

Great activity has prevailed at the exhibit for some weeks so as to have everything ready for the official opening day. Mr. Halifax, the head of the Commission, has been in frequent attendance, as well as Mr. Hay, the secretary of the Commission. Mr. Duncan, of Hongkong, has also been ceaseless in his activities, and the Chinese have been carrying on as usual. Most of them have been housed in a building not far away in the grounds.

INTERVIEW WITH SIR ROBERT HO TUNG.

Sir Robert Ho Tung, a representative of the Hongkong Chamber of Commerce at the Wembley Exhibition, accompanied by his wife and daughter, has brought over with him 21 men and women who, under the direction of his wife, will look after the silkworm demonstration. Since his arrival he has been continually at the Exhibition, near which he has taken a house, arranging with Mr. Alexander, Official Exhibition Commissioner, the question of accommodation for the 120 Chinamen who are at Wembley. Sir Robert discussed with Reuter's representative the scheme on which he has been working for some months for the regeneration and unification of China. He expressed himself hopeful that the Round Table idea will prove successful, but it must take time. The task is one of the utmost difficulty, a fact that all China's principal men realise. "I am convinced it is a move in the right direction, or I should not have devoted myself wholeheartedly to it."

HABEAS CORPUS CASE AT SINGAPORE.

WHAT IS MEANT BY "GOVERNOR IN COUNCIL"?

An interesting application, arising out of an order made by the Governor-in-Council banishing a young Chinese bullock cart driver, Tan Koon Tin, was made to the Chief Justice, Sir Walter Shaw, in the Supreme Court, Singapore, last week, Mr. A. V. L. Davies applying for a writ of *habeas corpus*. The point raised by counsel was that the Governor-in-Council, in making the banishment order, did not act in accordance with the provisions of the Ordinance, and that the order was therefore invalid.

It was contended by Mr. Davies that members of the Executive Council considered the case on different days and that the order was therefore not made in Council, but was merely after independent investigations of the case by members of the Council. Objection was also taken that there was no evidence that the order had been forthwith reported to the Secretary of State, as required by the Ordinance. In the course of his argument counsel referred to a Privy Council decision upon a Hongkong case and said that if that decision was applied to the facts in this case it would prove that the whole proceeding adopted had been irregular *ab initio*. The appellant in the Hongkong case was discharged on the ground that the provisions of the Ordinance had not been adhered to.

The Chief Justice: You do not suggest that here, do you?

Mr. Davies: I do, most strongly. Counsel read the Section of the Ordinance applying to the matter, pointing out that it provided that the banishment order must be made by the Governor-in-Council. Referring to Executive Council papers that had been handed in he said they shewed conclusively that the order was not made in Council, since they were signed by the members of Council convened, with the Governor at the head of it.

The Chief Justice: I do not know whether you have ever been in a Colonial Government; but I have. I have seen at least five Colonial Governments, and the Executive Council work is done by passing minute papers round asking for the approval of members. In regard to the recommendations of the Judges as to a death sentence the Executive Council does not hold a special meeting to decide whether or not a man shall be hanged. Unless there is some point raised it does not actually come before Council.

Mr. Davies: The time comes when the point is raised and it is found to be irregular. Take one particular member of the Council—Sir David Galloway. What did he know about the facts of this case?

The Chief Justice: Bundles of papers are sent round with the minute. Here is the Attorney-General actually protesting against them.

Mr. Davies: The papers shew that the Governor-in-Council has never dealt with it at all. His Excellency has never enquired into it, nor has the Council. They have appointed one man, the Secretary for Chinese Affairs to do so. That enquiry was held in secret, a sort of Star Chamber, the papers were sent round for the members simply to say "yes."

The Chief Justice refused the application without calling upon the Solicitor-General.

THE PEAK TRAMWAY CO. CASE.

MR. MACNAMARA MAKES HIS REPLY.

The case in which a former ticket collector in the employ of the Peak Tramway Company is suing the Company for one month's wages—$63—in lieu of a month's notice of discharge was continued yesterday.

Mr. H. C. Macnamara, for the defendant Company, in his reply, referred at some length to the interpretation of the words "all right," which the plaintiff alleges that Mr. Scott, Superintendent of the Company, used when told that the plaintiff would not be at work. He termed the use of these words as "an equivocal answer one which was open to two constructions. It might have meant: "All right, I have got your message," and if the expression was equivocal they must have evidence to show that the plaintiff took it to be permission to stay away. Mr. Scott never meant the plaintiff to understand it in that way.

Mr. Macnamara proceeded to read extracts from a letter sent to him by the plaintiff's solicitors (Messrs. Lo and Lo), in which it was explained that the plaintiff was unable to attend work as his mother was seriously ill, and he had to attend to her. According to the letter, the plaintiff asked his nephew "to give notice" to the Company that he could not be on duty. The plaintiff, said Mr. Macnamara, was content to rest his case on the words "give notice." On the strength of that notice it was claimed for him that he was entitled to stop away for the day. Even assuming that everything was against the Company, and even assuming that the plaintiff understood Mr. Scott to say that he could stay away for the day, he would still ask for judgment on the ground that if the plaintiff chose to communicate with the Company by means of a messenger the Company would not be held responsible for any mistakes of the messenger.

Referring to the very short notice of one hour, Mr. Macnamara said that if all the fitters, turners, pattern-makers, etc., at the Hongkong and Whampoa Dock Company gave but one hour's notice of their intention to remain away from work, where would the Colony be? It was a very serious matter for business men of the Colony, and he added that he was fighting the case on principle. He concluded by asking his Lordship to call upon the plaintiff to prove his case.

Mr. M. K. Lo, for the plaintiff, said that he was prepared to place his client in the box there and then but could not at the moment produce the nephew—the person who delivered the message to Mr. Scott.

His Lordship decided to adjourn the case to the 22nd May, when evidence will be called for the plaintiff.

ENDANGERING THE PEAK TRAM TRACK.

CONTRACTOR FINED.

The contractor engaged on the demolition work at Kingsclere was summoned by Mr. F. C. Neville, of the Public Works Department, at the Magistracy, yesterday, for stacking stones on Crown land.

A stack of stones it was stated had been piled up near the big nullah by the side of the Peak Tram track, and this tended to weaken the wall of the nullah. If it collapsed the tram line would be involved.

The Magistrate imposed a fine of $25 and made an order for the removal of the stones within seven days.

THE REASON WHY.

BECAUSE HE WAS KIDNAPPED.

Summoned by the Sanitary Department, for an alleged offence under the Health and Buildings Ordinance, a Chinese told Mr. Lindsell yesterday at the Magistracy that he had been unable to comply with the notice because he had been kidnapped whilst in the interior.

The Magistracy enquired whether another man might conceivably have been left in charge and the reply was in the negative.

The defendant further stated that he had been ransomed.

The Magistrate: When did you come back?

Defendant: Oh, only two days ago.

STRIKE AT THE STEAM LAUNDRY.

THIRTY WOMEN IRONERS STOP WORK.

Because of an order forbidding them to wash and iron their own clothes and those of their friends on the premises, a number of the female workers at the Steam Laundry came out on strike on Tuesday. The number of women who have refused to carry on totals about 30. They are principally ironers. These women in the past have insisted on washing their own clothes and those of their friends and relatives and ironing them on the premises. This procedure has become a nuisance and the Company have been compelled to put a stop to it. The women resented the order and ceased work.

POSSESSION OF A SHOP.

At the Summary Court yesterday the acting Puisne Judge, Mr. Dyer Ball, gave judgment in the case in which the Sui Sun firm, of 89, Bonham Strand, top floor, claimed possession of the bottom floor of the same building. The defendants in the action were the Po Fung firm, Chinese bankers, and the Yee Sang firm, druggists.

Mr. H. C. MacCallum represented the plaintiffs and Mr. E. C. S. Brookes appeared for the defendants.

The plaintiffs claimed on the ground that the tenancy was determined by notice to quit expiring on March 19th. After the service of the notice and in defeat of plaintiffs' right, the first defendants sold their interest in the premises to the second defendants, who entered into possession on March 10th and who continued there after expiration of the notice to quit in spite of specific notice having been given on the 18th day of February.

His Lordship said the issue was decided by the case of Keeves *v.* Dean T. L. R. Vol. 10, P. 21], where it was decreed that a statutory tenant has right of possession only and as such cannot be entitled to assign his interest. He would enter judgment for plaintiffs for *mesne* profits, $10 damages against each defendant, the costs to be equally borne by defendant firms, and possession to be given up within 21 days.

OPIUM SMUGGLING.

$52,000 FINE.

Yesterday morning at the Kowloon Magistracy, John Kahoe, an Hawaiian seaman, was charged, on remand, before Mr. E. W. Hamilton, with having 685 taels of prepared non-Government opium (valued at $8,200) in his possession on board the *President Polk* on April 25th.

Evidence was given by an Indian watchman that he saw defendant going on board the *President Polk* by the second class gangway at 12 p.m., on April 25th, with a guitar case and a brown paper parcel under each arm. Witness asked him what the parcels contained and he said, "nothing." Witness then held defendant and told him that it was his duty to search him. Defendant struggled and attempted to go on board the ship. Witness, with the assistance of another Indian watchman, took defendant to the chief officer, was told them to take him to the Police Station.

His Worship imposed a fine of $52,000 (ten times the value of the opium) with the alternative one year's hard labour.

LARGE OPIUM SEIZURE.

DRUG WORTH $40,000.

Revenue Officers have made a seizure of over 3,400 taels of opium on a steamer in harbour. The value of the opium is about $40,000. The opium was found in a dry tank under one of the boilers of the ship.

Another seizure is reported. In this case a Chinese was arrested with 400 taels of opium in his possession just as he was leaving the s.s. *Sing On*.

THE BUS COLLISION IN THE NEW TERRITORY.

DRIVERS CHARGED WITH MANSLAUGHTER.

At the Central Magistracy, yesterday afternoon, two Chinese motor-bus drivers were charged, on remand, before Mr. R. E. Lindsell with manslaughter. The defendants were drivers of the motor buses which collided at the beginning of last month on the Un Long bridge, in the New Territories, resulting in four of the passengers being killed and several being injured.

Fifteen witnesses are to be called for the prosecution.

One of the passengers of the out-going bus, who gave evidence yesterday, said that the bus in which she was riding was travelling very fast. The incoming bus, she said, was completely wrecked whilst the outgoing bus had a large portion torn away.

ALLEGATIONS OF IMMORALITY.

COURT ASKED TO EVICT TENANTS.

Mr. Armstrong of Messrs. Deacons, appeared at the Magistracy yesterday and made application on behalf of the landlord of No. 18, Temple Street for an order for the ejection of the tenants, on the ground that the floor was used for immoral purposes. The application was heard by Mr. R. E. Lindsell. Only one of the three tenants named appeared.

It was alleged that the tenants had been twice previous convicted on charges of using the premises for immoral purposes. It was mentioned that the landlord was liable to a heavy fine.

One of the defendants said that he took over the flat from the previous occupier only a fortnight ago, and he knew that other subtenants who had lived with him since were of good standing.

The case was adjourned.

CANTON'S SHARE OF THE CUSTOMS SURPLUS.

SIR F. AGLEN'S PROPOSAL.

Sir Francis Aglen, K.C.M.G., Inspector-General of Customs, has presented a memorial to the Peking Government proposing that the Canton share of the Customs surplus be used for the deepening of the West River. This will settle an outstanding bone of contention between Dr. Sun Yat Sen and the Peking Government, as the money will not go into the hands of either of the belligerents, but will be devoted to the benefit of the people of Kwangtung. It will be remembered that a short time ago a fleet of foreign gunboats went to Canton to prevent Dr. Sun from taking over the Customs, a step which he threatened to take when Sir Francis refused to hand over to him the Canton share of the Customs Surplus.

THE FIGHTING NEAR SWATOW.

A correspondent in order to correct what he says is false information published in Hongkong papers, "owing to lack of favourable news conveyors in the field" sends us the following copies of recent telegrams from the front:—

(1.)—"Hoyuen recaptured by General Chen Kwan Ming's army this morning. Sun's troops suffered great loss in this fighting and all removed back to Poklo." —Dated 2nd May, at 11 a.m., from Laolung.

(2.)—"Gen. Tam Yen Hai's army defeated at Hoyuen last night. Over one thousand soldiers killed."—Dated 2nd May, 9.10 p.m., from Laolung.

(3.)—"Sun's troops defeated in Hoyuen yesterday. General Li Yik Piu (under Chen's standard) entered Hoyuen city at 9 a.m. this morning. The defeat of Sun's troops was caused by the following conditions:—1, The fighting at Hwoylung and Shekkeongsan caused them heavy damage; 2, Difficulties in transportation and lack of food; 3, Ignorance of the local condition; 4, Strong opposition of natives who frequently suddenly fired upon them."—Dated 3rd May, 4 p.m., from Hoyuen Camp.

RUSSIAN CADETS SENT TO PRISON.

THEFT OF VALUABLE ARTICLES AT FORMER EMPLOYER'S HOUSE.

Heavy sentences were passed on five young Russians of the Cadet class in the Mixed Court at Shanghai, last week, by Mr. Ivanoff, Russian Assessor and Magistrate Tsang, for entering the house of Mr. Ryssin, contractor to the Majestic Hotel, of 545, Taku Road, and stealing goods and jewellery and coins to the value of $1,000.

One of the defendants had been employed by Mr. Ryssin, and repaid his master's kindness by making a duplicate of the house key, gathering up his four confederates and entering the house one night between April 15th and 20th. They ransacked the premises, stole a number of gold chains, a gold chain and medallion, some gold coins, a watch and other articles of value and then decamped. Two of the five left Shanghai and went into the interior where they managed to get rid of some of the stuff, but they fell on hard times and returned to Shanghai in a starving condition and gave themselves up to the police in the French Concession. Det.-Sergt. Roberts then got to work and traced down the other three in various parts of the Settlement and arrested them. A certain amount of the property, valued at approximately $300 was recovered.

Three of the prisoners were sentenced to 18 months and the other two to three months each.

WHAT IS A CHINA PONY?

MAJORITY VOTE TO DECIDE IN TIENTSIN RACE CLUB.

Classification of "A" and "B" class ponies will hereafter be determined by a majority vote of the Committee of the Tientsin Race Club, is the ruling decided upon by an Extraordinary General Meeting of the Race Club. The adopted by-laws reads: "A pony, upon inspection, shall be placed in the Class to which it is elected by a majority of votes. Eligibility to race, when in doubt, to be decided by a majority in favour. In the event of equal voting the Chairman will have a casting vote."

This amendment was made retroactive to cover all classifications made to date, and, inasmuch as a record of voting has been kept, five old ponies, of the 13 originally relegated to "B" class, immediately became reinstated in "A" class. Among them are The Rambler, ex-Champions winner, Kismet, Gobi Son and Etamim.

An amendment to revert to the height limit of 14 hands was lost and the 13.3 limit was retained.

CINEMA NOTES.

At all performances to-day at the Queen's Theatre, cinema patrons will be treated to another picture with charming Irene Castle in the main role. The picture is known as "Slim Shoulders," and as its title denotes, is chiefly concerned with the doings of the fair sex. In the comfort and cool atmosphere of the theatre, one could not wish for better entertainment, coupled with excellent music, in a hall renowned for its acoustic technique

MINISTRY OF HEALTH IN 1060 B.C.

MR. SOWERBY ON MEDICAL SCIENCE IN CHINA.

PICTURESQUE SPECIFIC FOR COWARDICE.

Mr. A. de C. Sowerby delivered a fascinating lecture to the literary section of the British Women's Association at Shanghai last week on the practice of medicine by the Chinese.

This most ancient of the arts goes back at least 3,000 years, said the speaker, and claims the mythical Emperor Fu Hai as its first patron. His successor, Shen Nung, was the first to try the healing effects of herbs, even experimenting upon himself, and recorded his results in a herbal bearing his name.

Medical practice in China has been largely a secret art, and its carefully guarded formulæ have been handed down from father to son. The Chou dynasty (1060-900 B.C.) marked considerable advance in the healing art and a State Medical Service was inaugurated, consisting of the Ministry of Health for officials, a Public Health Department for the common people, a department specializing in the care of abscesses, sores and the like, an Imperial Dietry and a Veterinary Surgery.

Many books on medicine, surgery and healing have been written, beginning with the Emperor Sheng Nung's treaties on Medicine (2698 B.C.). The pulse was studied, but as these early practitioners had no knowledge of the heart and its functions their elaborate treatments based thereon had no value. An investigation into Chinese "pulse-practice" made by L. C. Arlington, will appear in the July issue of the *China Journal of Science and Art*. Cupping, the use of plasters, of the needle or acupuncture and cauterizing are now practised by the Chinese. They employ most extraordinary materials, some of which have medicinal value while the worth of others is purely mythical.

Deer horn, at $80 an ounce, is used as a tonic and rejuvenator, and probably does possess certain tonic qualities. Buffo, an extract from the large warts on the back of a toad's neck, has a distinctly stimulating effect upon the heart. Their herbal remedies are far superior to any others and in this line of investigation the Chinese medical practitioners have done good work. More picturesque specifics are tigers' bones and blood for cowardice, wolf's brain for scarlet fever, snakes and dried lizards as tonics, magpies and woodpeckers for consumption and dried worms for fevers. Bears' gall stones are regarded as a cure for eye troubles and are worth $40 apiece.

The mysterious dual powers of Nature, known as the Yang and the Yin play a most important part, the Yang representing the male principle or positive and the Yin the female principle or negative.

BIG FIRE IN TIENTSIN.

TLS. 35,000 WORTH OF NATIVE COTTON DESTROYED.

About thirty-five thousand taels worth of native cotton was burned during a heavy gale on April 24th at the north-west goods-yard next to the ex-Austrian Concession between the East and Central Stations. Cotton to the extent of 20 thousand bales belonging to native dealers had been stored there having been brought down from interior points. 350 bales were destroyed, and many more damaged. It is held fortunate that the fire did not start on the windward side, for, with the force of the wind, the entire 20,000 bales would have been burned.

A JAPANESE "EXPERT IN HOME AFFAIRS."

IN TROUBLE IN ENGLAND.

At Folkestone, on April 3rd, Tanji Sakamoto, described on his passport as "Expert in Home Affairs, employed by the Japanese Government" was fined £66, treble the value of and duty on three gold watches and a metal watch which he had concealed in his luggage on arriving at Folkestone from Flushing on April 2nd. He declared on several watches, but not those specified in the charge, two of which were concealed in a boot amongst his luggage.

SOVEREIGN RIGHTS AT ISSUE.

A MILD RIOT OVER ROAD WIDENING PLAN AT SHANGHAI.

The hysterical outbursts against imaginary infringements of China's sovereign rights, on the part of Chapei Street Unions, came to a head, on April 30th, says the *N.-C. Daily News*, when a squad of 40 to 50 police, European, Sikhs, Chinese and Japanese, were called out to North Szechuen Road Extension post-haste to deal with an ugly mob of loafers and agitators, some 400 strong, who were threatening to attack workmen employed by Messrs. Brandt & Rodgers in pulling down a number of houses for the purpose of widening the road to Kiangwan. Some rioting followed, the police were showered with bricks and a free fight occurred on the roofs of the houses concerned between the mob and the workmen.

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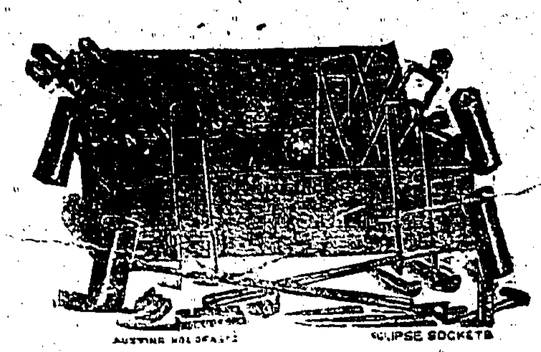

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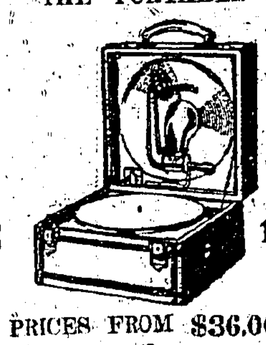

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NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SECOND ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the HONGKONG HOTEL, on MONDAY, 26TH MAY, 1924, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from 19th May, 1924, to 26th May, 1924, both days inclusive.

By Order of the Board of Directors,
S. J. JORDAIN,
Secretary.

Hongkong, 7th May, 1924. [753

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-FIRST ORDINARY YEARLY MEETING of the Society will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 16th MAY, 1924, at Noon, for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1923, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Society will be CLOSED from May 2nd to May 16th, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.

Hongkong, 26th April, 1924. [700

BRITISH TRADERS' INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-EIGHTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 16TH MAY, 1924, at 12.15 P.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1923, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from May 2nd to May 16th, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.

Hongkong, 26th April, 1924. [701

THE CHINA FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-FIFTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 16TH MAY, 1924, 12.30 P.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1923, and of declaring Dividends etcetera.

THE TRANSFER BOOKS of the Company will be CLOSED from May 2nd to May 16th, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.

Hongkong, 26th April 1924. [702

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned on FRIDAY, THE 23RD MAY, 1924, at NOON, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the year ended the 31st December, 1923.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 9th to the 23rd May, 1924, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents.

Hongkong, 5th May, 1924. [743

THE HONGKONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the THIRD EXTRA RACE MEETING to be held on the 24TH MAY, 1924 (weather permitting), may be obtained at the RACE COURSE, HONGKONG CLUB and CAUSEWAY BAY STABLES.

Entries Close on the 10th May, 1924.

[738

LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "DUCHESSA D'AOSTA."

FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2nd instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.

Hongkong, 2nd May, 1924. [736

INTIMATIONS

THE SIMPLEX PLASTER CO., LTD.

NOTICE IS HEREBY GIVEN that the STATUTORY MEETING of the Company will be held at 3 P.M., at the REGISTERED OFFICE of the Company, 2nd Floor, CHINA BUILDING, Hongkong, on FRIDAY, the 9TH day of MAY, 1924.

By Order,
CHINO-AMERICAN INDUSTRIAL DEVELOPING CO., LTD.,
General Managers.

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NOTICE.

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the Certificate for 4 Shares numbers 23102/23105 issued on 5th June, 1902, in the Name of IP CHING SUN has been declared LOST, and should the same not be produced before 16TH MAY, 1924, it shall be deemed Cancelled and of No Effect.

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 2nd May, 1924. [732

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip No 4227 for 500 shares in the EWO COTTON MILLS LTD., in the name of Mr. EZRA ABRAHAM of Hongkong together with a duly executed transfer deed purporting to assign the said shares has been Lost.

The said shares are the property of the Undersigned and application has been duly made to the Company for the issue of a Duplicate Scrip.

The public is therefore warned against dealing with the said Shares without reference to the Undersigned. Any person having any knowledge as to the whereabouts of the said scrip is asked to communicate with the Undersigned.

ELLIS & CO.
No. 23 Ice House Street.

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WANTED—By the Military Authorities, A HOUSE, Furnished or Unfurnished, in the PEAK DISTRICT, or not below BOWEN ROAD LEVEL, for a Period of Two Years.

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"THE HUNCHBACK OF NOTRE-DAME."

TO-DAY, AT 5.15.

"A MESSAGE FROM MARS."

THE CORONET.

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LE BRIS.—At Shanghai, on May 1st, to Mr. and Mrs. P. LE BRIS, a daughter.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, MAY 8TH, 1924.

AIR TRAVEL.

THE flights by aeroplane round the world which are now in progress naturally make a strong appeal to the popular imagination, if only because of the fact that everybody admires a hero, and the men who are venturing on these journeys can certainly be regarded as heroic. But after we have applauded their bravery and congratulated the makers of the aeroplanes on the evidence that such flights afford of the improved strength and stability of the machines and, above all, the reliability of the engines, we come to ask ourselves (*Cui bono?*) Who can tell us? When the first little steamship set out from Europe on the daring attempt to reach, say, the ports of far-off Japan, who confidently believed in the great revolution of ocean travel that has since taken place! The records of those early days tell us that the pioneer steamships were popularly viewed with much the same misgivings that these long flights by aeroplane are viewed to-day. In the history of the past century, however, so many scientific miracles have been wrought that the present generation, while it may be sceptical, is certainly not so confident as its predecessors that existing means of communication cannot be improved upon. The aeroplane itself may never be of much commercial value as a long distance carrier, but the men who are undertaking these flights are doing so presumably mainly with the object of acquiring knowledge that can be gained only through actual experience, in order that they or others may be able to plan and build for the future, so that world-wide air travel and the transport of merchandize which seems to-day largely in the realms of imagination, may cease in another generation to be a matter for wonderment. Journeys by air which seemed so fantastic prior to the Great War have long since become a matter of daily routine in many parts of the world. Aeroplanes to-day travel between cities of Europe with the regularity of trains and steamboats. When, however, we come to speculate on these services which now cover but a few hundred miles, being extended to the farthest limits of the earth, we are driven to the conclusion that if there is to be competition in the carriage of mails and passengers with the fast modern steamship of leviathan proportions it can only be by the giant airship. Unfortunately, the history of the great airship has been marked so far by so many disasters, due to the very nature of its construction, that many people have entirely lost the faith they once had in the airship's possibilities, and have relegated the idea to the limbo of disappointed hopes. But the faith of the men who are bent upon the realisation of the dream of "the heavens filled with argosies of magic sail" which TENNYSON depicted in one of his poems three-quarters of a century ago, remain as confident as ever. This confidence is expressed, for example, in the Imperial airships enterprise with which the name of Commander BURNEY is prominently associated. In the House of Commons recently Commander BURNEY declared that it is possible to construct airships which would go from England to India in seventy-two hours at a cost less than the fares now in force for P. & O. passenger ships. The discussion in the course of which this statement was made was also noteworthy on account of an interesting statement made by Mr. LEACH, the Under-Secretary of State for War. He said the Government were in earnest in regard to the development of lighter-than-air ships, that they meant to explore the matter thoroughly in order to develop airships if there was any possible future for them, and he expressed himself as fairly confident that there is a future for them. That being so, there would seem to be some little prospect of Government support for "the finest airship fleet in the world," which Commander BURNEY's company proposes to put into service between England and India, if some measure of Government support, financially, can be obtained.

Mr. W. L. Pattenden has been elected Chairman of the Hongkong and Shanghai Banking Corporation and Mr. H. P. White Deputy Chairman.

A coolie was injured in a fight amongst a number of coolies at the Cement Works on Wednesday. He was removed to the Kwong Wah Hospital.

The latest mail news of Sir John Jordan is that he had much improved from his recent illness, and it is hoped that he will have completely recovered in a short time.

Lieut.-Col. R. A. Lyall, Indian Political Service, has been appointed Consul-General for Chinese Turkestan, in succession to Mr. C. P. Skrine, I.C.S., who proceeds on furlough.

The South Manchurian Railway Co. is to erect a new hotel at Mukden. There is also a project for a race course at Mukden to be run in conformity with the Japanese pari-mutuel law.

The engagement is announced of Mr. H. Bagger, of Peking, China, and Norah Margaret, elder daughter of Mr. and Mrs. C. A. V. Bowra, of The Bower House, Ightham, Sevenoaks, and late of Peking.

An exhibition in aid of the work of the London Missionary Society, entitled, "China in Kingston," giving scenes from the Far East, ran for the best part of a week. Five churches united in the effort.

At the Western Market on Tuesday a man working at the Tung Lee stall was stabbed during a quarrel and was removed to the Government Civil Hospital suffering from several wounds. His assailant has since disappeared.

A man was crushed between a junk and a steamer in attempting to save a skiff which was lashed to the side of a heavily laden junk when it was carried by the tide against the *Banka*. He died in the Kwong Wah Hospital.

It is reported that the Commissioner for Foreign Affairs at Shanghai has been informed by Peking that no foreigners, not even missionaries, will in future be allowed to purchase land in the interior. They may, however, acquire it on perpetual lease.

The Benevolent Society is in urgent need of funds as so many repatriations have come before the Committee. $1,000 are needed to meet the cases at present on the books. Donations received by the Hon. Treasurer, Mrs. Murray, 267, Peak. —ADVT.

A verdict of "accidental death" has been returned by the Jury which sat at the Coroner's inquiry opened a week ago concerning the death of a coolie who was knocked down on Praya East by a car driven by Mr. C. R. Wilson, of the Hongkong Electric Co.

A fire at the tea warehouse at Butler's Wharf, Bermondsey, last month, resulted in the street gutters running inches deep with hot tea, brewed during the night by the playing of hoses on the burning cases. Hundreds of tons of tea, a large quantity of which had recently arrived from the Far East, were destroyed by the fire.

Eighty casks of Chinese egg yolks were recently condemned by the Medical Officer of Southwark, and after voluminous correspondence between the Foreign Office, the Health Ministry and the German Ambassador, the consignment was sent to Hamburg for commercial purposes, being first treated so as to render it inedible.

The sixteenth annual outdoor sports of the Chinese Young Men's Christian Association are to be held at Happy Valley on Saturday afternoon next. There are 256 entries in the track and field events. The Boy Scouts and the St. John's Ambulance Brigade are to be represented. A number of well-known local stars have entered for various events. Mr. A. E. Dome is in charge.

The return of Lord Gosford to England is noted in the latest London papers. As Lord Acheson he was in the Coldstream Guards, and was wounded in the Great War and the South African War. After the peace he adopted a business life and went to China in connection with the British-American Tobacco Co. Lady Gosford was before her marriage Miss Mildred Ridgeley Carter, daughter of a former first secretary at the American Embassy in London.

The following extract is from a London paper: Miss Ho Tung has provided material for the reporter who tells us she powders her pretty nose just as we do. She wears drop ear-rings, jade beads, and French heels. But she prefers the somewhat austere Chinese national costume to our London and Paris fashions. "Father likes me to wear Chinese costumes," Miss Ho Tung added, in her nicely-pronounced English. "We do not wear low neck and sleeveless dresses in China," said Miss Ho Tung. "But some of our young women have bobbed their hair, some smoke cigarettes, and most of us love modern dancing." There is more like this and then:—"My fiancé studied engineering and architecture in London University, and"—this shyly—"he proposed in the European way. Yes, I shall wear white for my wedding," she decided.

An accident occurred in Des Voeux Road Central yesterday morning, when Mr. C. Osmund, an aged and well-known Portuguese resident, was knocked down by a tram. He received injuries to his face and right arm. The accident happened just in front of the new Canton Bank building, where the road is under repair. Mr. Osmund was in the narrow space between the road opening and the tramline when a tram coming from the East knocked him down. The driver gave warning of the approach of the car, but Mr. Osmund was unable to get out of the way in time. He was carried into the entrance of the Hongkong and Shanghai Bank Annexe, where two American sailors rendered first aid, and later Dr. Forsyth appeared on the scene and took Mr. Osmund to his office. Later he was transferred to the Government Civil Hospital.

ALL SCOTTISH NIGHT AT THE THEATRE ROYAL.

MR. WILLIAM HEUGHAN WITH THE BARDS.

Thanks to the St. Andrew's Society in Hongkong an All-Scottish Night was arranged for Mr. William Heughan's last appearance at the Theatre Royal, yesterday. Mr. Heughan delighted a large and appreciative audience, composed mainly of Scotch folk, with something like a score of Scottish ballads, the principal of which were "Scots wha hae," "Green Grow the Rushes O," "Happy we are a'thegither," "Wi a hundred Pipers," etc. In addition Mr. Heughan charmed his audience with the Operatic Aria: "O Isis Guide Them" (Mozart) and with two popular songs: "The Song of the Volga Boatmen," and "In an Old Fashioned Town."

Before concluding his programme by singing "Auld Lang Syne," the famous singer thanked the St. Andrew's Society for the kindly assistance they had given him in arranging for the All-Scottish Night. He pointed out that the Parent Society at Home hoped that by arranging these All-Scottish Nights the people abroad would be brought in touch with the old Country, where those over the seas were not forgotten. He also desired to thank Messrs. McEwan for very kindly playing the pipes at the commencement of the concert and immediately after the interval. Mr. Heughan remarked that his own name was really the same as McEwan and that he belonged to the same clan. It was the first time in his career that he had appeared with two other members of his clan.

REGIMENTAL BOXING.

EAST SURREY'S COMPANY CHAMPIONSHIPS.

The inter-company boxing championships of the East Surrey Regiment, commenced at Murray Barracks last night.

There was a large attendance, including a fair sprinkling of civilians.

The officials were:—Referee: Lieut.-Comdr. Douglas-Hamilton, R.N.; Time-Keeper: Lieut. D. J. Allfree, and R.S.M. Maynard, M.C.

THE BOUTS—1ST SERIES.

LIGHT-HEAVIES.

Proceedings opened with the first series of the light heavies, between L.-Cpl. Collyer, D. Company, and L.-Cpl. Bennett, A. Company. The first round was a succession of hard slogging, in which exchanges were even. In the second round Collyer had the best of it, sending his man to the boards twice. In the third round Collyer added further points and gained the verdict.

MIDDLES.

The second bout was short and sweet, Pte. Eaton (A.) knocking out Pte. Calladine (R.) in the first round.

Pte. Leach (D.) knocked out Pte. Slooper (Red Wing) in the first round with a well placed body blow.

After a lively set-to Pte. Churchley (A.) knocked out Dmr. Freestone (W.) in the second round.

The contest between Pte. Sheppard (C.) and Pte. Elliott (D.) was a lively affair in which Sheppard was always in the lead, though the latter fought pluckily and was awarded "a good loser" by the referee, who stopped the fight just before the end of the third round.

WELTERS.

Pte. Mann (A.) proved too strong for Pte. Andrews in the first round. In the second both appeared tired, but the final round was more lively. The verdict went in favour of Mann.

After an even bout, in which hard hitting was the order of the day, Pte. Barber (B.) gained the verdict from Pte. Court (D.).

Pte. Moore was defeated by Pte. Cole, the winner making up lost ground in the final round.

LIGHT WEIGHTS.

Pte. Piper (R.) was severely punished about the body by Pte. Simmons (B.) and was counted out in the second round.

Pte. Ditch (A.) made short work of Pte. Piper (B.), who retired in the first round.

L.-Cpl. Smith (C.) after using Bdsm. Sells (W.) as a medicine bag, and then pushing him round the ring, gained the verdict. At the beginning of the last round the referee warned both fighters, Sells for holding and Smith for pushing.

FEATHER WEIGHTS.

L.-Cpl. Lacey (D.) gained an easy victory over Pte. O'Neill (R.), the referee stopping the fight in the first round.

Pte. Thompson (R.) and L.-Cpl. Halcombe (L.) gave quite a spirited exhibition. The fight went the limit, the verdict going to Halcombe on points.

BANTAM WEIGHTS.

Cpl. Major proved far too strong for Pte. Piner, who, however, put up a plucky defense until the referee stopped the fight.

2ND SERIES.

MIDDLES.

In the 2nd series of the middleweights Pte. Maxwell (B.) met Pte. Walters (R.). The first two rounds were tame. In the third, Maxwell put a little more life into the affair and gained the verdict on points.

The bout between L.-Cpl. Humbertstone (W.) and Pte. Hepper (C.) was more spirited, although both were warned for "wrestling." The N.C.O. after having the worst of matters to commence with, knocked his man out in the second round with a right swing.

WELTER WEIGHTS.

In the second series of the welters, Ptes. Pooley (A.) and Powley (C.) met. The former had a big advantage in reach which was mainly instrumental in gaining him the verdict over a very determined fighter.

L.-Cpl. Robbins (B.) and Pte. Grant (A.D.) provided an exhibition of whirlwind tactics. The former, after a very plucky exhibition was knocked out early in the second round.

The competition will be continued at 9 o'clock to-night.

LAWN TENNIS.

WORTHINGTON WINS THE CLUB FINALS.

In the final of the Club Championship yesterday R. E. Worthington had a very easy victory over L. Forster, whom he defeated in three sets for the loss of a couple of games. The score was 6-1, 6-0, 6-1.

Worthington will now meet S. E. Green, last year's champion, in the challenge round.

CABLES.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

THE BRITISH BUDGET.

"FOOD RESOLUTIONS" CONFIRMED.

NO PROTECTION.

A "TIME HARD" OPPOSITION.

LONDON, May 6th.

In the House of Commons during the report stage of the Budget resolutions, a motion by Mr. Page Croft for a reduction in the duty on Empire tea to two pence a pound was rejected by 218 to 155.

Mr. Snowden, opposing, declared that what was described as preference on Empire tea was not preference at all. Indian and Ceylon teas did not compete with China tea.

The House of Commons has confirmed the Budget resolutions affecting tea, cocoa, coffee and chicory, which are unchanged.

The unsuccessful attempt by the Opposition during the report stage of the Budget resolutions in the House of Commons to reduce the duty on Empire tea was equally abortive when repeated later in connection with cocoa and sugar. An amendment to permit the importation of Empire-grown cocoa tax-free was rejected by 207 to 177.

AN EFFECT OF EMPIRE PREFERENCE.

Opposition efforts were redoubled in connection with an amendment it moved to stabilise preference on Empire grown sugar at fifty-one pence half-penny a hundredweight, for one year. A comparison was drawn between the preference of £1 12s. 10d. a ton given by Britain to the West Indies and the £10 5s. given by the United States to Porto Rico. It was urged that Britain has to make up the deficiency in the supply of Empire sugar by the purchase of foreign, in other Dutch florins or American dollars, with the effect of tending to depress sterling further.

Mr. Snowden said that Empire preference had hitherto only increased production by 1½ per cent. in three years, while the West Indies, for which a special plea was entered, had a production which had actually decreased.

The amendment was rejected by 234 to 192, and the Budget resolution affecting sugar was confirmed unchanged.

BRITAIN'S WAR TIME LOANS.

NOW COSTING TAX PAYER £100,000,000 A YEAR.

LONDON, May 6th.

In the House of Commons, replying to Sir Edward Grigg, Mr. Snowden calculated that the annual interest charge payable by British taxpayers on the loans made to the Allies during the War exceeds one hundred millions sterling.

LATEST CABLES.

MORE BUILDING TRADE TROUBLES.

A STRIKE THREATENED.

LONDON, May 7th.

A national ballot of the building trade operatives has resulted in the rejection of the employers' offer of one halfpenny per hour increase. The men demanded twopence.

A notice to withdraw all labour has already been given to the employers. Executives of the Unions meet on the 13th instant to give effect to the strike mandate unless negotiations with the employers are opened in the meanwhile.

[Members of the Building Trades Federation came out on strike (many at Wembley) early last month. As the result of a vote taken at a mass meeting, most of them decided to return to work. The decision to resume was only obtained by a narrow majority.]

IMPERIAL AIRWAYS COMPANY.

LONDON, May 7th.

Major Brackley, formerly a member of the British Air Mission to Japan, has been appointed Air Superintendent of the new Imperial Airways Company.

IRISH BOUNDARY DISPUTE.

ULSTER'S ATTITUDE.

LONDON, May 6th.

A Belfast message says Sir James Craig in the Ulster Parliament stated it was impossible to accede to the request of the British Government to appoint a boundary commissioner.

LATEST CABLES.

THE GERMAN ELECTIONS.

NATIONAL LEADER'S ASSURANCES.

BERLIN, May 7th.

Herr Herbt, leader of the German National Party, in an interview stated it was impossible to expect concessions from Germany to the extent desired so long as the main political principles whereon the existence of Germany depended were not made clear.

"We shall never," he added, "impose still heavier economic burdens on the German people until all points of honour have been satisfactorily solved."

EARLIER CABLES.

PARIS FEARS.

PARIS, May 6th.

French official circles are pessimistic regarding the results of the German elections, believing that the defeat of the middle parties and the success of the two extremes will render a reparations settlement more difficult.

CHOLERA SPREADING IN INDIA.

THOUSANDS OF DEATHS RECORDED.

PATNA, May 6th.

Cholera has become abnormally severe in Behar. There have been over ten thousand deaths at Champaran since the beginning of this year, and nearly a thousand last week.

The epidemic is still spreading.

STRIKE AT RANGOON DOCKS.

RANGOON, May 6th.

Work at the docks is practically at a standstill owing to a strike of stevedores and coolies in connection with a wages dispute.

THE WORLD'S SPORT.

HOME CRICKET.

TIME BEATS SOUTH AFRICANS.

LONDON, May 6th.

The match between the South Africans and Leicestershire was drawn. The South Africans compiled 167 in their second innings (Hands 62), with Astill taking 4 for 39 and Skelding 4 for 42. Leicester replied with 118 for 9. There was a very exciting finish, Leicester just managing to play out time.

The match between Derbyshire and the South Africans was not commenced owing to rain.

COUNTY AND 'VARSITY RESULTS.

Notts at Nottingham drew with Sussex.

Warwick drew with Northampton at Birmingham.

Lancashire drew with Derbyshire at Manchester, Lancashire leading on the first innings, scoring 116 to Derby's 81. Parkin took 8 for 20.

Middlesex beat Oxford University at Oxford by 117. Hendren scored 65 and 79 not out.

HOME FOOTBALL.

FINAL FIRST LEAGUE TABLES.

CHELSEA TO GO DOWN.

LONDON, May 6th.

Huddersfield win the championship in the First League by a minute fraction in a better goal average over Cardiff, though each have 57 points.

The next teams in order are Sunderland with 53, and Bolton and Sheffield with 50 each.

Chelsea and Middlesborough are relegated to the Second Division, from which Leeds and Bury are promoted.

SCOTTISH LEAGUE CHAMPIONS.

Glasgow Rangers win the Scottish League Championship with 59 points, the Airdrieonians being second with 50.

AUSTRALIAN OLYMPIC TEAM LEAVE.

MELBOURNE, May 6th.

The Australian Olympic team has left for England.

EARLIER CABLES.

[*REUTER'S AMERICAN SERVICE.*]

JAPANESE IN U.S.

EXCLUSION RULES TO OPERATE FROM JULY 1ST.

WASHINGTON, May 6th.

The exclusion of Japanese under the new Immigration Bill becomes effective on July 1st, as the result of an agreement reached at a joint conference of members of the Senate and the House of Representatives.

It is regarded as certain that the conference's report will be adopted by both Houses. The quota basis of two per cent. of the 1890 census is embodied in the new Bill and continues until July 1st, 1927, when the so-called national origin method will be employed.

The total admittances, however, will be restricted to one hundred and fifty thousand annually from that date.

PRESIDENT NOT SATISFIED.

It is indicated at White House that President Coolidge is dissatisfied with the joint conference's agreement, but whether the President will consider the exclusion provision sufficient justification for vetoing the immigration Bill is not disclosed. It is said that he does not consider the two months before July 1st sufficient in which to negotiate an agreement or Treaty with Japan regarding the exclusion of immigrants.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

SEVERE EARTHQUAKE IN PACIFIC.

RECORDED IN MANILA.

MANILA, May 7th.

A severe earthquake about 625 miles off the Pacific Coast of the Philippines was recorded here at 12.10 this morning, and was followed by four subsequent shocks.

SOVIET OFFICIAL CHARGED.

ALLEGATIONS OF BLACKMAIL AND CORRUPTION.

MOSCOW, May 7th.

Sensational proceedings are taking place in Leningrad against a number of judges, magistrates and members of the Revolutionary Tribunal on charges of blackmail and corruption. The accused number 42.

CHINESE AFFAIRS.

THE KIANGSU CIGARETTE TAX.

PEKING, May 6th.

In order to obtain first hand information regarding the collection of cigarette taxes in Kiangsu, Dr. Wellington Koo sent a cigarette department chief, Hu Tung-hsiang, to Kiangsu to make personal investigations and report to the Waichiaopu.—*Daily Bulletin.*

NAVAL COMMANDER FOR AMOY.

PEKING, May 7th.

Vice-Admiral Yang Shou Chuang has been appointed Defence Commander of Amoy. The question of the control of Amoy is thus settled in favour of the Navy.

NEW CHINESE SECRETARY TO BRITISH LEGATION.

PEKING, May 7th.

Mr. Eric Teichman has been appointed Chinese Secretary to the British Legation.

EX-PRESIDENT LI YUAN HUNG.

ON HIS WAY BACK TO CHINA.

SHIMONOSEKI, May 7th.

Ex-President Li Yuan Hung left Moji for Tientsin to-day aboard the s.s. *Awaji Maru.*

SPEED IN SPORT.

When a golfer drives from the tee he probably little realises the terrific speed at which he has sent the "wee sma' ba'" on its travel; and he would probably be astonished to learn that he has imparted to it a speed more than twice as great as that of an express train, and considerably greater than that of a swallow or any bird that flies.

It is estimated that when a golfer like Abe Mitchell or Braid drives a ball, it travels at the amazing speed of 250 feet a second, and that in his longest drive it is less than four seconds in the air. Such, in fact, is the rate at which he sends it travelling that, if it could be maintained, the ball would cover a mile in twenty-one seconds, and in an hour it would reach Sheffield from North Surrey links.

Compared with the flight of a golf ball, the swiftest of racing motor-cars is but a laggard, though it has covered over 200 feet a second; and the speediest of motor-cycles takes a bad third place in the speed-roster, though it has travelled at the rate of considerably over 100 miles an hour.

A tennis ball leaves the racket of such a giant as Patterson or Anderson at a speed of 120 feet a second. If this would be maintained it would travel a mile in forty-four seconds, and nearly eighty-two miles in an hour. Roughly speaking, it is nearly half as swift as a golf ball, and much more than twice as fast as a race-horse.

The strongest armed cricketer living could not throw a cricket ball at an equal speed. When Bonner, the giant Australian, threw a ball 130 yards it was estimated that it was 3½ seconds in the air. Its speed was approximately 110 feet a second, or ten feet slower than a ball served by a first-class tennis player.

How great these speeds are can better be realised when we consider that a Derby winner, which takes a second to cover 51 feet, travels only a fifth as fast as a golf ball; that a tennis ball flies 2 2-5th times as fast; and a cricket ball from the bowler's hand roughly 60 per cent. more swiftly.

As for poor man, at his speediest he can only cover some thirty feet a second. While he is running 100 yards at his swiftest a golf ball would cover nearly half a mile, a tennis ball (served) 400 yards, and a cricket ball (thrown) over 280 yards—that is, assuming their respective speeds could be maintained over the distance.

But all these rates of travel are thrown completely into eclipse by a rifle bullet, which covers at least 2,200 feet in a second—at the rate of a mile in 2.4 seconds and 1,500 miles an hour. In a mile race it could give Abe Mitchell's speediest ball 1,600 yards start and a big beating.—*W. Greenwood.*

The Front Bench do not attend the prayers of the House, though they need them more than anybody else.—*Mr. Ben Turner.*

OUR LONDON LETTER.

THE GREAT STRIKE OF TRAMWAYMEN AND BUSMEN.

THE SELFISHNESS OF MODERN TRADE UNIONISTS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, March 27th.

THE LONDON TRAM AND BUS STRIKE.

The strike of tramwaymen and busmen has for the time being paralysed the London street traffic means of communication. Fortunately, the tubes and the district railway are not affected, and the taxicab drivers are at work, but otherwise the public cannot get about this great city except by the most ancient of all methods of locomotion—walking. The millions who come into London every morning to carry on their employment, and return again in the evening, are of course suffering the utmost hardship. The trains are packed to the point of suffocation, and even then it means a fight for standing room. In one of his illuminating phrases Kipling says "Locomotion is civilisation," and in the case of a city like London he is amazingly accurate in his description. In these trying days for multitudes of honest, toiling folk civilisation has for the time being broken down.

This is the personal aspect of the matter, and it naturally takes first place in one's thoughts; for who can look on unmoved at the misery of millions of helpless people? The feeling uppermost in the public mind is how best to remedy the present situation and also how to prevent a repetition of such a calamity. The time has gone by when it was considered a good argument to appeal to the chivalry of organised Labour not to inflict loss and suffering on other classes of workers or on the public at large. In the present year of grace the average Trade Unionist thinks only of his own personal desires and aims, and he is encouraged in this selfish frame of mind by his leaders. We see it in full operation in the strike which has been called at the instance of the tramwaymen to obtain a rise in wages of 8/- a week. To get this sum they have not hesitated to disorganise the street traffic of the whole of London.

THE ISSUE.

It would be easy to write a long account of the hardships imposed on millions of London workers by the stoppage of the trams and buses. Men and women, irrespective of age, are forced to wait for hours in queues to chance their luck in getting on a train, or as an alternative to walk from the suburbs in cold or rain to earn their bread. And it is all because 17,000 tramwaymen put in a claim for an increase in wages of 8/- weekly. Obviously there is "something rotten in the State of Denmark," when such action by a mere handful of manual workers is possible in the greatest city in the world. The claim is not made now because the tramways are making good profits. On the contrary they are being run at a margin that would not enable a private firm to exist. But as they are (with the exception of two small private companies), the property of the London County Council and the rates can be tapped to make up deficiencies the trams are kept going to provide cheap transport for the benefit of the whole community using this means of locomotive.

The busmen are out on strike in support of the tramwaymen, and for no other reason, as they are in receipt of good wages and have no cause to complain. The present strike proves conclusively the "municipalisation offers no effective guarantee against strikes," and it knocks the bottom out of the Socialist pretence that strikes are the inevitable outcome of inequalities and injustice due to private enterprise. It is a lesson that is not lost on Londoners.

MR. WINSTON CHURCHILL.

In the political field the event of the week is the defeat of Mr. Winston Churchill in the Westminster Abbey Bye-election. He stood as an anti-Socialist candidate, and had the backing of Earl Balfour and other noted Conservatives, and the whole of the Conservative Press in London took his side. But he was beaten by the official Conservative candidate, Mr. Nicholson, an unknown man in the political world, who may be expected now to retire again into comparative obscurity.

All sorts of diverse reasons are given to account for Mr. Churchill's discomfiture. Perhaps it is best explained by a witty phrase I heard to the effect that the electorate would have been glad to see Winston in Parliament, but they objected to Churchill. He is popular as a man, but he is distrusted as a politician. He is an exceptionally gifted and brilliant debater, a forceful personality, and altogether a charming and delightful colleague; but as a politician he has a record which makes for a feeling of lack of confidence in any policy he espouses. People scarcely know where they are when he is in charge of a measure on a Department.

It is also a fact which has been proved over and over again in the course of political history that a man who tries to get into Parliament on a purely negative policy or programme suffers a great handicap. It is all very well to raise the slogan against Socialism, as Mr. Churchill did, and try to frighten the electors that Socialism means red Revolution. It may do so in other countries, but not in Great Britain, and you cannot convince the people of this country that we are in any real danger from the Socialist menace, as it is called. Apart from the personal factors in the Abbey election, this is the lesson of the recent poll.

WEMBLY AND PUBLICITY.

The British Empire Exhibition authorities are under a strong fire of criticism at the time of writing. In the first place, it is said that they are not going to have the great place at Wembley finished in time for the opening a month hence. The main buildings are finished, and in some of them exhibits are in position, but for the most part there is a general sense of incompleteness, and nothing short of a miracle will enable the Exhibition to be complete when the doors are opened. Of course, the utmost exertions will be made to leave no room for complaining on this score, and a good deal can be accomplished in a month.

A more impressive charge levelled against the authorities is that they have failed to advertise the Exhibition abroad as they ought to have done. Certainly, they have not been lavish in the way they have handed out advertisements for papers abroad; and it is obvious that unless the daily and weekly newspapers all over the world are kept well supplied with information of interest to their readers about the greatest Exhibition ever attempted under British auspices the readers of those papers cannot know of the wonders of Wembley. This is sound criticism; and it will soon be seen whether the policy adopted was the right one. The view of the management of the Exhibition has been that for trade purposes the ordinary sightseer is of no use at all. What is desired is the presence of merchants and traders and others of that ilk from everywhere; and steps were taken to inform them by circular and otherwise.

"SAFETY FIRST."

One clear fact emerges from the debate on the pacifist proposal to abolish the British Army. This is that on the vital question of national defence the present Labour Government is nearer the Conservatives than their own back benchers or the rank and file of the Liberal Party. To this extent, therefore, Mr. Ramsay MacDonald and his colleagues have confirmed the good impression they have already made since they assumed the direction of affairs. A debate of this kind on the floor of the House of Commons enables one to see how matters actually stand. We hear constantly about the good example that Britain ought to set the rest of the world in the reduction of armaments and fighting men, we are told that we cannot afford to pay for the present Services, and so forth, till one wonders as one reads this solemn admonition day after day whether there is really big body of opinion supporting it.

In the result only 13 Members of the House went into the division lobby in support of the amendment to the Army Vote whereby it was moved to reduce the standing Army by 150,000 men—equivalent to wiping it out altogether. The majority against was 347. The pacifists would not leave us even a skeleton army if they had their way. They do not consider it at all necessary. If we were threatened with invasion, instead of opposing the "sure shield" of the British Navy it may be presumed that they would rely, as one of them said the other day, on the righteousness of our cause; and it can be imagined how Mr. Lansbury, for instance, would paralyse the movements of big battalions with evil intentions against us by quoting an extract from the Covenant of the League of Nations!

TWO GOOD SPEECHES.

One of the best speeches in the debate was made by Col. John Ward, the well-known Labour Member, who, it will be recalled, spent some time in the Far East in the course of the war, being at Hongkong in command of a battalion of the Middlesex Regiment. He pointed out the incontrovertible fact that a well-equipped Army is as necessary for the protection of a nation as a policemen is for the protection of life and property within a community. The pacifists, he declared, thought they had a great mission to abolish force. But if it were not for force—the force of the policeman with the bayonet at his back—the pacifists themselves would not be sitting in the House of Commons. "You don't reason with an alligator, because it doesn't understand reason, and there are nations that do not understand reason either. These warlike nations would destroy civilisation as the barbarians destroyed Greece and Rome if men were not prepared to defend themselves."

Mr. Montague stated the policy of the Labour Government, and showed that armies did not necessarily make for war although they are a constant military factor. By harping on this constant factor the pacifists are like the university undergraduate, he said, who got drunk on three successive nights on whiskey and soda, brandy and soda, and gin and soda, and then decided that the resulting intoxication must come from the "one constant factor"—the soda!

AN OLD CHINA HAND.

Announcement is made of the death of Mr. Richard Simpson Gundry at Hillworth Cottage, Devizes, where his father lived before him, and where he first saw the light in 1838. It would be interesting to discover how many people now living in China can recollect him. For 13 years he was correspondent of the *Times* in China, being appointed to the position in 1865. In an obituary notice of Mr. Gundry the *Times* says, "To a profound knowledge of China he added a sense of public duty and patriotism which enabled him, looking beyond all local and personal interests, to keep steadily in view the wider aspects of Imperial and national policy."

On his return to England Gundry was promient among those who founded the China Association here. He served as honorary secretary for a few years at the start, and had been a member of the Committee from 1901 till his death. He was President of the Association in the years 1905-6-7. Several books which he wrote on China in relation to world trade and politics had some vogue about thirty years ago, and for many years past he had written articles on Chinese affairs for different periodicals.

THE CITY TEMPLE.

One hears very little about the City Temple in these days, but it was otherwise in the brave days of yore and the late Dr. Parker. Services for men are still held there in week days, and occasionally some notable figure occupies the pulpit and merits a few lines in the daily papers. The famous place of worship

(*Continued at foot of next column.*)

SHANGHAI RACES.

"COLUMBIA" WINS THE CHAMPION STAKES.

LUCKY SWEEP NUMBERS.

The third day of the Shanghai spring race meeting witnessed some good sport. In accordance with the expectations of many, Messrs. Day and Toeg's Columbia (Mr. Dallas up) took the big race of the day, the Champion Stakes. The winning sweepstake numbers will be found below, following the details of the event.

Mr. Henry Morris secured three races with Parkfield, Patsfield and Eaglefield, the first two being ridden by Mr. Stewart. Two victories went to Mr. Liddell, with Carlington and Ravenscroft, both steered by Mr. Brand. Mr. W. Hill, who carried almost everything before him in the last local big meeting, got two firsts (Harvest King in the Foochow Cup and Seabird in the Pari-Mutuel Stakes), two seconds, and two thirds.

Sir Paul's Fascination Dahlia could only secure third place in the Pari-Mutuel Stakes.

Details:—

1.—THE GREAT NORTHERN PLATE.—Seven Furlongs.

Mr. Liddell's Carlington (Mr. Brand) 1
Mr. Durgor's Kashmir...(Mr. Burkill) 2
Mr. Harry White's St. Paul's (Mr. Patterson) 3

Time: 1min. 55.3-5secs.

2.—THE RUBICON PLATE.—One Mile and a Quarter.

Mr. Henry Morriss' Parkfield (Mr. Stewart) 1
Mr. Day's Theatreland.....(Mr. Hill) 2
Mr. Powhattan's Barnaby Rudge (Mr. Maitland) 3

Time: 2mins. 48.2-5secs.

3.—THE PARI-MUTUEL STAKES.—One Mile and a Half.

Mr. Birdrake's Seabird.....(Mr. Hill) 1
Mr. Harry White's Kings Cross (late Sunlight) ..... (Mr. Patterson) 2
Sir Paul's Fascination Dahlia (late Thomas à Becket)....(Mr. Burkill) 3

Time: 3mins. 27.2-5secs.

4.—THE RACING STAKES.—One Mile and a Quarter.

Mr. Liddell's Ravenscroft (Mr. Brand) 1
Capt. Bahnson's Lyksborg...(Mr. Hill) 2
Mr. We Two's Young Mongol (Mr. Knoll) 3

Time: 2mins. 13.2-5secs.

5.—THE YANGTSZE CUP.—One Mile.

Mr. Henry Morriss' Patsfield (Mr. Stewart) 1
Messrs. J. Beudin and Speelman's Zoulou (late Christmas Sale, late Kikasa) ..... (Mr. Heard) 2
Miss Billy Coutts' Skyros (Mr. Knoll) 3

Time: 2mins. 13.1-5secs.

6.—THE FOOCHOW CUP.—One Mile and a Quarter.

Messrs. Potts and Hayim's Harvest King ..... (Mr. Hill) 1
Mr. Day's Bonnie Scotland (Mr. A. N. Dallas) 2
Messrs. Logan and Wilson's St. Blaise (Mr. Brand) 3

Time: 2mins. 50.4-5secs.

7.—THE JOCKEY CUP.—One Mile and a Quarter.

Mr. Henry Morriss' Englefield (Mr. Edgar) 1
Miss Billy Coutts' First Chance (Mr. Rea) 2
Mr. J. C. Bauld's Comanche (Mr. Moses) 3

Time: 2mins. 56.2-5secs.

8.—THE AMOY CUP.—One Mile.

Mr. Gilpin's Sir Galahad (Mr. Knoll) 1
Mr. G. D. Coutts' Plumpton (Mr. Burkill) 2
Capt. Bahnson's Silkborg (Mr. Hill) 3

Time: 2mins. 19.2-5secs.

9.—THE CHAMPION STAKES.—One Mile and a Quarter.

Messrs. Day and Toeg's Columbia (Mr. A. N. Dallas) 1
Mr. J. Beudin and M. Speelman's Zouave .....(Mr. Springfield) 2
Mr. Day's New Zealand (Mr. Burkill) 3

Time: 2mins. 46.4-5secs.

Winning Sweep Nos. "A": 1, 31750; 2, 01931; 3, 35934. "B": 1, 22435; 2, 01923; 3, 21013.

10.—THE SWATOW CUP.—Nine Furlongs.

Mr. Day's Republicland (Mr. A. N. Dallas) 1
Mr. Fiddes' Right Royal (Mr. Heard) 2
Capt. Bahnson's Lyksborg (Mr. Hill) 3

Time: 2mins. 37.1-5secs.

11.—THE NEWCHWANG CUP.—Three Quarters of a Mile.

Mr. M. O. Springfield's Harry M. (late Goonfield) (Mr. Springfield) 1
Mr. Dod's Dinna Tell (Mr. G. Pollock) 2
Mr. Day's Borderland (Mr. A. N. Dallas) 3

Time: 1min. 40.3-5secs.

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will be brought before public notice in the course of the next two months, as arrangements are being made to celebrate the jubilee of its erection. Perhaps one of the most interesting things that will be done in this connection will be the publication of the names of all the celebrated men who have spoken in the City Temple in the last 50 years. The fame and personality of Dr. Parker can be judged by the fact which is now recalled that the purchase price of the site in Holborn, £25,000, and the sum of £30,000 spent on the building were obtained in an incredibly short time. As a property these figures could easily be doubled at auction to-day.

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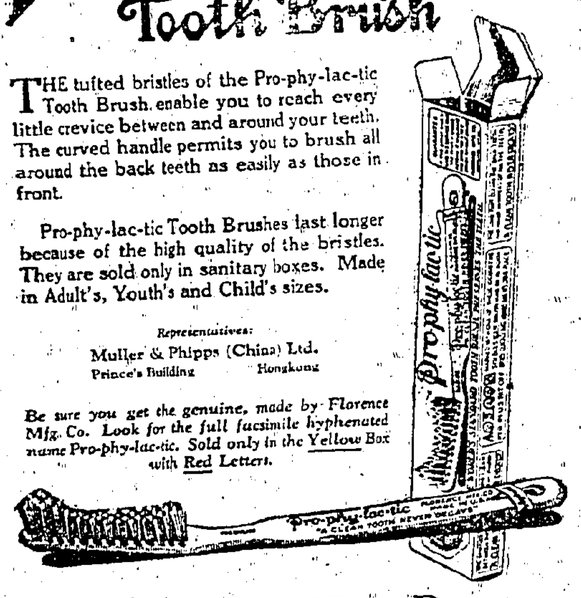

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PARIS FASHION NOTES.

THE FIRST OF THE SUMMER CREATIONS.

[FROM OUR SPECIAL CORRESPONDENT, ISABEL RAMSAY.]

PARIS, March 29th.

The Summer season is almost upon us, and while the Riviera resorts are still crowded a great many of the smart world are already in Paris. The Concours Hippique has been one of the definite attractions. The crowd in attendance was of the smartest and included the Comtesse Saligmac-Fenelon, the comtesse d'Egrigny, the viscountess de Fallins, the baroness de Serons, and the comtesse de Vasselot.

The Sunday evening dinners at the Ritz are also being largely attended, there being five hundred guests last night. In general there has been little elaborate dressing but an American heiress last night attracted a great deal of attention by her medieval gown from Poiret. The gown was of supple cloth of gold with a long, closely fitting bodice and a full skirt which swept into a long train. The front of the skirt was split and cross draped, and either side of the skirt was attached to an ankle so that the gown took unusual lines as the lady walked. Accompanying this striking costume was worn a closely wound turban of gold cloth with heavy tassel like earrings.

In another party, entertained by Mrs. Edmond Hubbard appeared Lady Newborough and Miss Miller-Graham who has been attracting great attention on account of her beauty and the tastefully simple dressing with which she sets off her natural gifts.

The couturiers are presenting their summer collections, and already the diaphanous organdie dresses which are the traditional garments for wear at the Grand Prix are to be seen. It is to be hoped that the twenty-fifth of June will be fair and warm as it is most charming to see all the beautiful women clad in the crisp, cool organdie frocks made on lines that suggest those of the Second Empire gowns which used to fill the boxes and the promenade at Longchamps a century ago. Naturally comfort comes first and when the weather is as rainy and chilly as it was on Grand Prix day last year everyone wears narrow dowrk town clothes to the Grand Prix, in spite of the organdie tradition, and the picturesqueness and gaiety of the occasion suffers, of course.

But to return to the summer styles that the couturiers are actually presenting there are two marked tendencies to be noted: one toward very diaphanous frocks of chiffon, georgette, and the other transparent crepes, for afternoon and evening wear, the other toward the very tailored suit for street wear, even in the afternoon. Of course the half tailored street frock is still with us and the long wrapped around coat has become almost a classic, and is most convenient, as it covers any gown and lets one traverse the boulevards had indulge in some shopping correctly clad for the street but concealing a gown which will be nothing short of luscious at tea when the coat will be shed completely.

Considering the popularity of the three piece suit and the ensemble costume of late seasons it is almost surprising that the tailored suit should return to favour as it has, but fashion, after all is constant in nothing but changes. The new tailored suit is in type very simple, with a narrow, straight line skirt, rather short, and often enlarged to make walking easy by the insertion of inverted pleat at the front or the side of the skirt. Some pleated skirts are seen but they are relatively few. The jackets are distinctly mannish in line, some having the sharply pointed lapels of a man's business suit and others the more flattering but no less masculine lines of a dinner jacket. The accessories which accompany the suit are the chief charm of this type of costume. There are a multitude of white blouses from which to choose. Some have pleated bosoms like the skirts which may accompany an dinner jacket, others are quite plain and have delightful little collars with wing tips and are finished of with stock ties made of bright printed silk. Scarves and handkerchieves are also made charming points of variation in the ensemble effect of the tailored suit. Short scarves of thin silk are folded down to the width of a stock collar and are wound about the neck and held in place by passing the loose ends through the encircling folds. Often one end of the scarf fall down the back and the others down the front. A colored silk handkerchief matching the scarf is worn in one of the front pockets of the jacket and allowed to trail well out of the pocket.

The handbag carried with the suit is invariably flat and usually has a closing like an envelope and no handle by which to carry it. It may be square or oblong and is supposed to be tucked under the arm. Black patent leather, red or dark blue morrocco leather and occasionally, one sees a bright green or blue suede purse, though the suede is by no means as smart as the smoother leathers. In the case that a coloured purse is carried the coloured scarf and handkerchief must match it in some tone of their pattern. It is not correct to wear brightly coloured shoes with the suit, though there are a great many coloured shoes being worn with more elaborate ensembles, and are, with these, perfectly correct. The shoes for the suit must be more circumspect, however, but need not by any means be banal. The classic thing, of course, is the one-strap sandal, which may be of black kid, patent leather, or the deep brown cordovan leather. The heels are sure to be low, and without the incurve which the French love so. But the low Louis XVI. heels appear in the little black patent leather ties which some women affect with the tailored suit. There is also a great variety of new design in simple sandal like shoes which the bootmakers are offering for wear with street togs. Some of these are cut right down to the sole of the shoe between heel and vamp, thus showing the curve of the instep. One charming pair which has the sturdy look which makes them suitable for wear with the tailored suit was of cordovan leather, with Louis heels and round toes (which by the way, are returning to fashion after two years of the long, pointed toed shoes) was cut to the sole at either side of the instep and had a rather heavy strap of doubly inlaid leather traversing the instep from side to side. These shoes have the impudent air of a pair of pattens and are certainly most comfortable. Then, of course," there are the low heeled ties and brogues with their adornment of punched leather which the English and American women prefer for wear with the suit. These walking shoes can hardly be considered the correct thing for wear from lunch time on, although the tailored suit is fully enfranchised as an afternoon costume on the boulevards.

The hat accompanying the suit is, of course, the perrenial cloche. It must be simple, trimmed with flat cocardes of ribbon or with a printed handkerchief negligently tied about its crown. Often a cloche will have no more trimming than that afforded by the ribbon faced seams which lie between the sections of its crown and a single band of ribbon about the crown. The sectional structure of hat crowns comes largely from the present fashion for making the head look as small as possible and thus for fitting the crown of every hat very exactly to the shape of the head. No smart woman would think of having a hat which had not been fitted to her head, and as the hair is worn either short or reduced to the smallest possible chignon at the back of the neck this fitting reveals the cranial individuality of each beauty.

The cloches this season have acquired quite a flare in the brim and a new movement is introduced by giving a roll to one side of the brim. Tricornes are beginning to reappear, after some seasons of almost total desuetude, and show themselves as small but extremely smart in line. Turbans, especially the Russian turbans are still with us, and all of these go well with the tailored suit, which demands as much trimness about the head as it achieves about the figure.

(Continued at foot of next column.)

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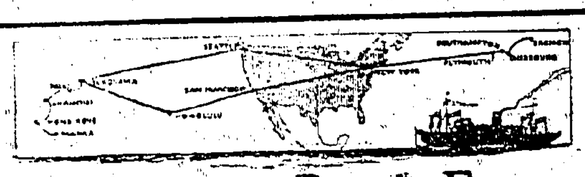

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"ANDES MARU" ... Saturday, 31st May

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.
"CANADA MARU" ... Friday, 6th June.

BOMBAY via Singapore and Colombo.
"ARGUN MARU" ... Monday, 26th May.
"BORNEO MARU" ... Friday, 4th June.

BANGKOK, SAIGON via SINGAPORE.
"KISHU MARU" ... Sunday, 1st June

CALCUTTA via Singapore & Rangoon.
"INDO MARU" ... Sunday, 25th May.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.
"ARABIA MARU" ... Saturday, 17th May
"ALABAMA MARU" ... Monday, 19th May

NEW YORK via Japan Ports, San Francisco and Panama.
"HAVANA MARU" ... Beginning of May.
"ALABAMA MARU" ... Monday, 19th May.
"ALTAI MARU" ... Monday, 19th May.

JAPAN PORTS—Moji, Kobe, Osaka, Yokkaichi and Nagoya.
"ALABAMA MARU" ... Monday, 19th May.
"ALTAI MARU" ... Monday, 19th May.

KEELUNG via SWATOW & AMOY.
"AMAKUSA MARU" ... Sunday, 11th May Noon.
"KAIJO MARU" ... Sunday, 18th May, Noon.

TAKAO via SWATOW & AMOY.
"KOTSU MARU" ... Thursday, 8th May, 10 a.m.

TAKAO & KEELUNG.
"KISHU MARU" ... Friday, 16th May.

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AMERICAN SHIPPING PREFERENCE.

JAPANESE AND DUTCH PROTESTS.

The *Times* Washington correspondent writing recently said:—

"The protest of the Japanese Government against the decision of the Inter-State Commerce Commission to allow preferential railway rates on American goods shipped in American bottoms will be followed, I am informed, by similar action by the Government of Holland. Other countries are expected later to make representations to the State Department, which has thus far said no more than that the complaints received will have full and careful consideration. Meanwhile, from various non-official quarters, objections to the ruling based on the argument that there are not enough American ships to justify such a policy will certainly be heard.

The point of chief ultimate importance seems to be the status, in questions involving treaty obligations of the United States, of such Government agencies as the Shipping Board and the Inter-State Commerce Commission. There is no suggestion that the State Department was consulted as to the repercussion abroad of this revival of section 28 of the Merchant Marine Act of 1920, which has been held in abeyance since its passage. Representatives of the Commerce Commission have informed the Press that the action taken has "no bearing on treaty obligations," and this is echoed by officials of the Shipping Board, but there is no suggestion in anything they say, nor does the idea apparently occur to them, that this is a question which could with fuller authority be discussed by the State Department.

THE SHIPPING BOARD.

With respect to Japan the case may be complicated by the existence of private contractual relations between the Chicago, Milwaukee, and St. Paul Railroad and the Osaka Shosen Kaisha, and between the Great Northern Railroad and the Nippon Yusen Kaisha, which it is contended give to these shipping lines the same benefits which would accrue to American vessels under section 28. The case of Holland seems, however, clearer. The treaty with the United States provides for equality of Customs imposts, and there is an obvious basis for the contention that discrimination in railway rates would defeat the intent and spirit of the treaty. The same argument would conceivably apply to the commercial treaty recently concluded between the United States and Germany—a contest between the letter and the spirit of agreements entered into."

It will be interesting to see what attitude the Administration will deem it proper to take, particularly at a time when it is engaged in negotiations for the systematization of its commercial treaties. The treaty with Germany was understood to be framed in such a way as to serve as a model and the bearing upon it of the action of the Commerce Commission as eventually disclosed by the State Department should help to guide other nations. For the moment it would facilitate an understanding of the situation if the Shipping Board were regarded as a sort of *imperium in imperio*, a body whose desire to snatch a commercial advantage, however precarious, is not necessarily affected by any obligation to other component parts of the general federal system of Government. There is very little understanding throughout the country of the wide difference between the Shipping Board as it exists in theory and the Board as it operates from day to day, but full discussion of the issues which have now arisen may help toward their comprehension.

THE KING'S WIRELESS SET.

SOME NOVEL FEATURES.

The King's wireless set which has been installed in Buckingham Palace was designed by the chief engineer of the British Broadcasting Company. The execution of the electrical parts has been carried out by the British Broadcasting Company, and the cabinet work by Messrs. Heal and Son, Limited, London.

The set has some novel features, as there is no aerial or earth external, nor is there any frame receiver such as is used in the majority of cabinet-type sets. In order to form an aerial and earth, copper plate is let into the top part of the cabinet and into the lower part close to the floor. The upper plate and the lower plate form the aerial and earth respectively. The set embodies two high-frequency valves, one detecting and three resistance capacity note magnifiers, and works a loud speaker. The set will only receive London broadcasting in its present form, but the attachment of an outside aerial and earth to the copper plates would enable all British stations to be heard.

The following letter from the Lord Chamberlain has been received by Lord Gainford, the chairman of the British Broadcasting Company, Limited:—

"I have received the King's commands to convey to you, as the chairman, and to the board of directors of the British Broadcasting Company, Limited, an expression of his Majesty's appreciative thanks for the wireless receiving set specially designed by the chief engineer of your company.

"Having been present at Buckingham Palace to receive on his Majesty's behalf this set presented by your company, as representing the British wireless manufacturers generally, I was enabled personally to give testimony to the admirable working of this apparatus, on the construction of which so much careful thought and ingenuity have been bestowed.

"I am further commanded to assure you of the gratification it affords his Majesty to feel that the installation of this wireless set in Buckingham Palace will enable the King to form a closer acquaintence with the marvellous progress which is daily being made in this branch of science."

BRITISH MUSIC'S LOSSES.

TWO EMINENT MUSICIANS DIE IN MARCH.

Sir Walter Parratt and Sir Charles Villiers Stanford, died during the month of March.

Stanford, Parratt, and Bridge were eminent Victorians who in their different ways kept us in touch with the past. Bridge, says a writer in a London paper, was least of all affected by the changing times. He transported one back 50 years. Parratt was the most charming and distinguished character. If he had had some of the ambition which French organists but not our own seem to possess he would easily have been famous throughout the world.

"Stanford's name will live, if not all his music. It was his fate to arrive at a period that was chilly for the British musician. But he played a great part in making England more musical. He was a great teacher. He could have been a great conductor.

In his voluminous compositions there is more "good stuff" than is generally realised. He wrote in every shape and form, and was sometimes automatic; but there is the material possibly for a Stanford revival. The Royal College of Music, which owes so much to him, will doubtless organise a memorial concert.

WIRELESS DIRECTION-FINDING

MYSTERY OF SILENT AREAS.

Commander J. A. Slee, lecturing at the Institution of Electrical Engineers on the development of direction-finding by wireless in the British Mercantile Marine, said that the methods now in use had reached such a degree of accuracy that when anything went amiss it was fairer to look for a fault in other directions than the apparatus itself. The small proportion of ships fitted with direction-finding instrument rendered it difficult to collect much data, but a series of careful observations made over a long period that 90 per cent. of the readings obtained were accurate and in every case the readings were obtained on board the ship herself, and were not transmitted to her by a shore station.

The lecturer went on to explain that silent areas existed in very many parts of the world, many being round the British coast. Of these the Bristol Channel was a good example. A ship entering one of these dead patches could not obtain satisfactory results. It was now believed that this was due to the "land effect," and certainly a high hill near to a shore station seriously affected transmission over a wide area of sea. This, he thought, could be overcome by setting up "beacon" stations, suitably situated, for the existing stations were originally planned for commercial work, and not for direction-finding.

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SAILINGS SUBJECT TO ALTERATION.

TSINGTAU via SWATOW & SHANGHAI	"MINGSANG"	Thursday,	8th May, Noon.
MANILA via AMOY	"SUISANG"	Saturday,	10th May, 11 a.m.
HAIPHONG via HOIHOW	"LEESANG"	Sunday,	11th May, 10 a.m.
STRAITS & CALCUTTA	"LAISANG"	Monday,	12th May, 3 p.m.
BANGKOK via SWATOW	"CHAKSANG"	Tuesday,	13th May, 2 p.m.
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG"	Wednesday,	14th May, 7 a.m.
SHANGHAI via SWATOW	"YATSHING"	Friday,	16th May, 7 a.m.
BANGKOK via HOIHOW	"CHUNSANG"	Friday,	16th May, 10 a.m.
MANILA	"YUENSANG"	Saturday,	17th May, 11 a.m.
TIENTSIN	"CHIPSHING"	Saturday,	17th May, Noon.
SHANGHAI via SWATOW	"TAISANG"	Sunday,	18th May, 7 a.m.
STRAITS & CALCUTTA	"NAMSANG"	Wednesday,	23rd May, 3 p.m.
SANDAKAN	"MAUSANG"	Saturday,	24th May, 1 p.m.
KOBE via SHANGHAI & MOJI	"FOOKSANG"	Tuesday,	27th May, 10 a.m.

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"GLENAPP"	19th May			
"CARMARTHENSHIRE"	30th May			

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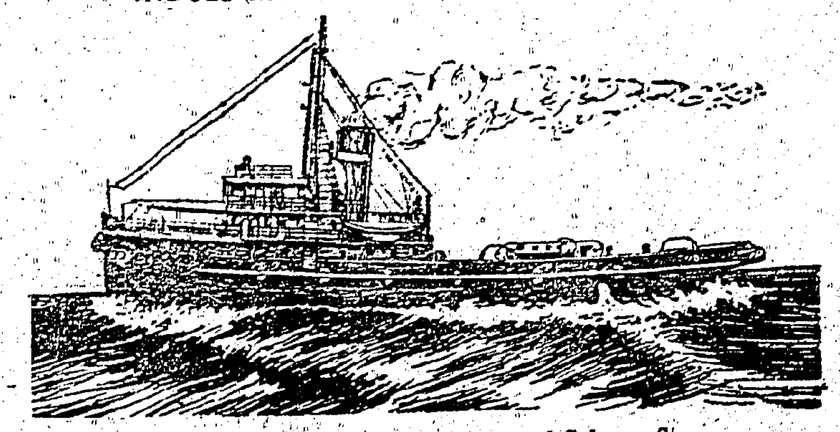

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SHIPPING NEWS

ARRIVALS.

May 6th.

Chikuang, British str., 1,313 tons, Capt. J. R. Shearer, from Shanghai and Lungkow, with a general cargo, lying at buoy No. C14.—B. & S.

Eagle, Chinese str., 865 tons, Capt. H. Make, from Weihaiwei, which port she left on April 4th, with a general cargo, lying at buoy No. B13.—Yue Tai Hong.

Fiume, Italian str., 3,890 tons, Capt. Micich, from Shanghai, with a general cargo, lying at buoy No. A6.—Dodwell & Co.

Glenmavis, British str., 1,636 tons, Capt. J. Angier, from Singapore, which port she left on May 1st, with a general cargo, lying at Kowloon wharf.—J. M. & Co.

Lienchow, French str., 1,416 tons, Capt. J. Prats, from Pakhoi, with a general cargo, lying at Stonecutters.—Sing Kee.

Pheykang, British str., 1,622 tons, Capt. H. C. Kiddell, from Tourane, with a general cargo, lying at buoy No. C12.—Cheong Yue S.S. Co.

Sengo Maru, Japanese str., 693 tons, Capt. M. Dukho, from Keelung, with a cargo of coal, lying at buoy No. B35.—Suzuki & Co.

May 7th.

Amakusa Maru, Japanese str., 1,570 tons, Capt. S. Tabata, from Swatow, with a general cargo, lying at O.S.K. Co.'s wharf.—O.S.K.

Borneo, British str., 1,297 tons, Capt. J. H. Van den Berg, from Haiphong, with a general cargo, lying at Stonecutters.—Shue Tai S.S. & Co.

Chak Sang, British str., 1,479 tons, Capt. C. D. Nicoll, from Bangkok and Swatow, with a general cargo, lying at buoy No. C27.—J. M. & Co.

Chinkiang, British str., 1,298 tons, Capt. Wm. Lumsden, from Shanghai, with a general cargo, lying at buoy No. C35.—B. & S.

Hai Hong, British str., 1,270 tons, Capt. Ellis Walku, from Swatow, with a general cargo, lying at Douglas wharf.—Douglas S.S. Co.

Haiman, Panama str., 661 tons, Capt. Wong Kom Yung, from Haihow, with a general cargo, lying at buoy No. C21.—Yau Fat & Co.

Hong Hwa, British str., 1,924 tons, Capt. A. Mackenzie, from Singapore, with a general cargo, lying at buoy No. A8.—Seng Soon Hong.

Hunan, British str., 1,228 tons, Capt. N. Hardie, from Shanghai and Swatow, with a general cargo, lying at buoy No. C19.—B. & S.

Hydrangea, British str., 361 tons, Capt. W. Brewer, from Swatow, with a general cargo, lying at Chin On Co.'s wharf.—Chin On S.S. Co.

Kwangsi, British str., 1,228 tons, Capt. H. Gifford, from Dairen, with a general cargo, lying at buoy No. C44.—B. & S.

Kwong Sang, British str., 1,428 tons, Capt. W. F. Bichard, from Shanghai *via* Swatow, with a general cargo, lying at West Point wharf.—J. M. & Co.

Lee King, British str., 972 tons, Capt. T. Croft, from Haiphong and Haihow, with a general cargo, lying at buoy No. C33.—J. M. & Co.

Lemnd Arrow, American str., 4,980 tons, Capt. P. B. Muller from San Francisco, with kerosine oil, lying at Laichikok.—Standard Oil & Co.

Tamang, British str., 1,356 tons, Capt. C. S. Isbister, from Haihow, with a general cargo, lying at buoy No. B36.—B. & S.

Tjidoeal, Dutch str., 3,635 tons, Capt. F. P. Schattenburg, from Kobe, with a general cargo, lying at buoy No. A5.—J.C.J.L.

Van Cloon, Dutch str., 2,680 tons, Capt. B. P. Brugsma, from Swatow, with a general cargo, lying at buoy No. A27.—J.C.J.L.

CLEARANCES.

May 6th.

Hsuan, for Singapore.
Kaiser Maru, for Singapore.
Nisshin Maru, for Takao.

May 7th.

Chung Hing, for Kwang Chow Wan.
Duefor, for Haihow.
Hong Hwa, for Swatow.
Kwangsi, for Canton.
Lemnd Arrow, for Shanghai.
President Cleveland, for Shanghai.
President Madison, for Manila.
Rhine, for Haihow.
Sang Maru, for Canton.
Song Bo, for Haiphong.
Sung Ching, for Canton.
Sui Kang, for Amoy.
Yushan, for Shanghai.
Yuen, for Haihow.
Yuki Maru, for Canton.

VESSELS EXPECTED.

Amboise (M.M.), due May 12th.
Cyclops (Blue Funnel), due May 31st.
Empress of Russia due May 19th.
Hindenburg (Hugo Stinnes), due May 20th.
Laomedon (Blue Funnel), due May 13th.
Lycaon (Blue Funnel), due May 23rd.
Mentor (Blue Funnel), due May 14th.
President Harrison (Dollar), due May May 26th.
President Madison (Admiral Oriental), due May 14th.

PASSENGERS.

ARRIVALS.

Per s.s. *Hai Hong* on May 7th:—Mr. and Mrs. T. C. Ramsay, Mrs. W. C. Howard, Mr. R. Wood and Mr. G. C. Clarke.

DEPARTURES.

Per P.M. s.s. *President Cleveland*:—For Shanghai: Mrs. S. M. Beringer, Miss Eda Beringer, Mrs. M. Budd, Mrs. L. M. Brodie, Mr. and Mrs. H. T. Cleaver, Mr. H. Evangelista, Mr. and Mrs. H. D. Elliot, Rev. Bishop Fourquet, Mr. F. J. Heal, Miss Pearl Ho, Mr. and Mrs. G. K. Howard, Mr. S. Hart, Mr. P. Ingram, Mr. and Mrs. J. B. Morton, Capt. J. L. Maddox, Mr. and Mrs. W. J. Marden, Mr. D. Nevers, Miss E. M. Noronha, Mr. Edw. Strauch, Mr. P. C. Tallents, Rev. Bishop Versiglia, Mr. Henry Wei, Miss A. Worthington, Mr. and Mrs. L. G. Xavier. For Honolulu: Mrs. E. C. Harris, Mr. and Mrs. H. K. Castle, Mr. A. S. Heyward, Miss E. D. Robinson, Mr. Wm. Stodart, Lieut. and Mrs. H. W. Ziroli. For San Francisco: Mrs. S. M. Butts, Mr. O. L. Bush, Mr. S. E. Cappelman, Mr. H. Darieli, Mr. F. Farrell, Mr. and Mrs. J. L. Johnson, Mr. and Mrs. H. Lyons, Mr. and Mrs. J. Meyer, Mr. and Mrs. M. M. Saleeby, Miss A. Saleeby, Miss Sara Saleeby, Mr. A. Schwesig, Mr. F. P. Thornton, Mrs. L. B. Whittaker, Miss Hope Whittaker, Mrs. W. H. Whitney, and several Chinese saloon passengers.

SHIPPING MOVEMENTS.

The s.s. *Demosthenes* (Blue Funnel Line), left Liverpool on the 3rd inst. for Hongkong, Shanghai and Hankow, and is due here on or about June 7th.

The s.s. *Heleanus* (Blue Funnel Line), for London, Rotterdam and Antwerp left Shanghai on the 6th inst. for this port, and is due here on the 8th. The vessel is to be despatched at noon the 12th.

The M.M. s.s. *Porthos* which left Hongkong on March 30th, arrived at Marseilles on April 30th.

The s.s. *Patrick Henry* (P.M.), is leaving Tientsin on May 9th and is expected to arrive at Hongkong May 16th.

The s.s. *President Pierce* (P.M.), arrived at Shanghai at 4 p.m. on May 6th, sailed from Shanghai at 11 a.m. on May 7th, and is due to arrive at Hongkong on Saturday morning, May 10th.

WEATHER REPORT

May 7th at 1810.—Pressure has decreased moderately over N.E. Japan. Changes elsewhere are small.

The anticyclone is central near Tokio.

The Chinese depressions remain practically unchanged.

Hongkong rainfall for the 24 hours ending at 18 hours, May 7th, 0.00 inch. Total since January 1st, 42.02 inches, against an average of 72.54 inches.

The forecast for the 24 hours ending at 18 hours, May 8th is as follows:—

District	Forecast
Formosa Channel	S.E. winds, moderate; fair.
Hongkong to Gap Rock	do
South coast of China between Hongkong and Lamocks	do.
South coast of China between Hongkong and Hainan	do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 7th.

	Previous Day at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer	29.76	29.78	29.77
Temperature	84	79	84
Humidity	77	82	75
Wind Direction	SW	SW	SSW
" Force	2	2	3
Weather	0	0	0
Rain	0.00	0.00	0.00

Highest open-air Temperature on 6th ... 86
Lowest open-air Temperature on 7th ... 79

HONGKONG TIDE TABLE.

From May 8th to 14th, 1924.

Days of Week	Days of Month	High Water H'kong. Standard Time.	High Water Height.	Low Water H'kong. Standard Time.	Low Water Height.
		h. m.	ft. in.	h. m.	ft. in.
Thur.	8	m 0 11	4 3	m 4 18	3 5
		m 10 53	6 8	6 40 a	1 6
Fri.	9	m 1 15	4 2	m 4 39	3 7
		m 11 32	6 6	7 m a	1 7
Satur.	10	m 2 46	4 0	m 5 08	3 9
		0 20 a	6 4	8 35 a	1 8
Sun.	11	Noinferior	High	nor Low	Water
		1 19 a	6 1	9 37 a	1 9
Mon.	12	m 5 48	4 4	m 7 29	4 3
		2 52 a	5 9	10 39 a	1 9
Tues.	13	m 6 2	4 7	m 10 8	4 2
		4 7 a	5 7	11 31 a	1 8
Wed.	14	m 6 21	5 0	m 11 32	3 6
		5 26 a	5 7		

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via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec

	From Hongkong	Due Vancouver		From Canada	Due England
Empress Asia	May 8	May 26	Empress Scotland	June 4	June 11
Empress Russia	May 29	June 16	Minnedosa	June 25	July 2
Empress Australia	June 19	July 2	Melita	July 9	July 16
Empress Asia	July 3	July 21	Empress Scotland	July 30	Aug. 6

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HONGKONG—MANILA SERVICE

From Hongkong	Due Manila		From Manila	Due Hongkong
May 21	May 23	Empress Russia	May 24	May 26
June 25	June 27	Empress Asia	June 28	June 30

Passenger Department: Tel. 752. Cables: GACANPAC.
Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN
"Via HONOLULU—The Paradise of the Pacific."

REDUCED FARE TO EUROPE.
£120 First class throughout
£112–£110 Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.

STEAMERS	LEAVE HONGKONG
TAIYO MARU (From Kobe, May 26th)	22,000 tons, —
TENYO MARU	22,000 tons May 28th
KOREA MARU	20,000 tons, June 14th
SHINYO MARU	22,000 tons, June 27th
SIBERIA MARU	20,000 tons, July 12th

HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLENDO, ARICA AND IQUIQUE.
Thence by Trans-Andean Route to Buenos Ayres.

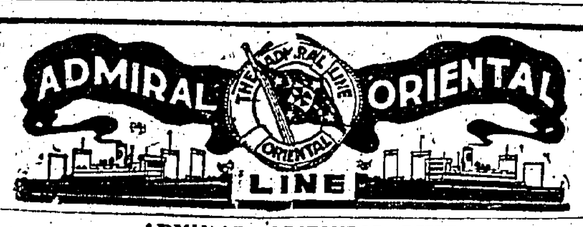
STEAMERS	TONS.	LEAVE HONGKONG
SEIYO MARU	14,000	June 10th.
RAKUYO MARU	18,500	July 19th.

Through Bills of Lading issued to all United States Overland Points; also via Panama Canal Lines to Atlantic Ports.
For full Information regarding Passengers, Freight and Sailings, Apply to:—

Agents at Canton: Messrs. T. E. GRIFFITH.
Y. TSUTSUMI, Manager. King's Building, Tel. Nos. C. 2374 & 2375.

COMPANIA TRASATLANTICA DE BARCELONA
Spanish Royal Mail Line
For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and OTHER SPANISH PORTS.
S.S. "C. LOPEZ Y LOPEZ" ... 23rd May
S.S. "ISLA DE PANAY" ... 14th July
For SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.
S.S. "ISLA DE PANAY" ... 23rd June
The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stewardess and Doctor carried.
For Freight and/or passage apply to:—
O. D. BARRETTO, 28, Central Avenue, B.C., Canton.
HOTELRO BROS., Alexandra Building, Hongkong.

ADMIRAL ORIENTAL LINE



ADMIRAL ORIENTAL LINE.
FREIGHT AND PASSENGER
THE NEW FAST AMERICAN STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT MADISON"	...May 16th.
"PRESIDENT McKINLEY"	...May 28th.
"PRESIDENT JACKSON"	...June 9th.
"PRESIDENT JEFFERSON"	...June 20th.
"PRESIDENT GRANT"	...July 3rd.

TO EUROPE—£120—£112—£110
First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT McKINLEY"	...May 19th.
"PRESIDENT JACKSON"	...May 31st.
"PRESIDENT JEFFERSON"	...June 12th.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.
Copies of this paper are on file in Admiral Oriental Line Offices, New York, Chicago, Seattle.
For Passage and Freight Booking apply to
ADMIRAL ORIENTAL LINE,
Hongkong and Shanghai Bank Building (Ground Floor).
Telephone: Central 2477 & 2478. No. 4, Des Voeux Road.

PACIFIC MAIL
STEAMSHIP COMPANY
MANAGING AGENTS—UNITED STATES SHIPPING BOARD
TRANS-PACIFIC SERVICE
FAST NEW AMERICAN STEAMERS TO
SAN FRANCISCO
VIA
SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT PIERCE"	May 21st, at 6 p.m.
S.S. "PRESIDENT WILSON"	June 4th, at 6 p.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE
LOCAL EQUIVALENT OF
£120 £112 £110
WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT
SAN FRANCISCO
LOS ANGELES
SALT LAKE
CHICAGO
NEW YORK.

CONNECTING WITH ANY DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT
YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
NIAGARA FALLS.

HONGKONG—MANILA.

S.S. "PRESIDENT PIERCE"	May 11th, at Noon.
S.S. "PRESIDENT WILSON"	May 25th, at Noon.

HONGKONG—CALCUTTA
FREIGHT ONLY
CALCUTTA via SINGAPORE PENANG & RANGOON.
S.S. "LAKE FIELDING" ...May 17th, 1924, at 6 p.m.

For Full Information regarding Rates, Space, etc., Apply to—
PACIFIC MAIL STEAMSHIP CO.
1st Floor, Queen's Building, Hongkong.
Cable Address: "SOLANO." Tel. Central 141, " " 2322. Canton Agents: HOLYOAK MASSEY & CO., LTD.

NYK

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
Through passage rates to Europe via America G.$400, G.$420, G.$441.

SHIDZUOKA MARU	Wednesday, 14th May, at 11 a.m.
YOKOHAMA MARU	Wednesday, 28th May, at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

ATSUTA MARU	Wednesday, 21st May, at 11 a.m.
KASHIMA MARU	Wednesday, 4th June.

HAMBURG via LONDON & ROTTERDAM.

LYONS MARU	Tuesday, 20th May

LIVERPOOL via MARSEILLES & VALENCIA.

TAJIMA MARU	Tuesday, 13th May

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU	Monday, 26th May, at 11 a.m.
TANGO MARU	Wednesday, 18th June, at 11 a.m.

NEW YORK & BOSTON via PANAMA.

TAKAOKA MARU	Friday, 13th June.

BUENOS AIRES via Singapore, Durban & Cape Town.
KANAGAWA MARU (calling Delagoa Bay & Port Elizabeth)...Thursday, 8th May.

BOMBAY via Singapore & Colombo.

NAGATO MARU	Saturday, 10th May
HAKODATE MARU	Friday, 23rd May

CALCUTTA via Singapore, Penang & Rangoon.

AKITA MARU	Tuesday, 20th May
WAKASA MARU	Thursday, 29th May

NAGASAKI, KOBE & YOKOHAMA.

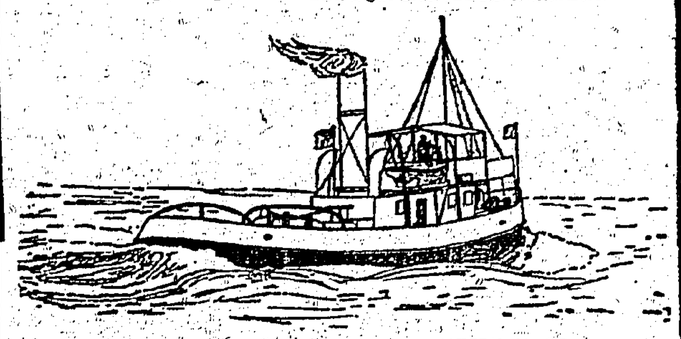
TANGO MARU	Thursday, 15th May

SHANGHAI, KOKE & YOKOHAMA.

PENAN MARU	Sunday, 11th May
TAMBA MARU	Monday, 12th May
AWA MARU (Omitting Shanghai)	Wednesday, 14th May

For further information, apply to— NIPPON YUSEN KAISHA.
Telephone: Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

W. S. BAILEY & CO., LTD.
SHIPBUILDERS, MARINE AND LAND ENGINEERS
Builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds: Tugs, Barges, Oil Tankers, Light-draft and River Steamers.



OIL-FIRED TUG BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.

Boiler Makers, Founders and Constructional Engineers and Repairers.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

CONNECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

"KOSMO" ..... 13th May.....London, Rotterdam & Hamburg.
"CITY OF ATHENS" ..... 13th June.....Mars., L'don, R'dam. & Hamburg

PASSENGER SERVICE.

"CITY OF LAHORE" .....16th Oct.....Shanghai and Japan
"CITY OF LAHORE" ..... 7th Dec.....Marseilles, London, etc.

FARES TO LONDON.

SINGLE 1st Class "A"...£ 92. "B"...£ 84. | 2nd Class "A"...£ 62. "B"...£56.
RETURN " "A"... 161. "B"... 147. | " "A"... 108. "B"... 98.

Cargo Steamers. Saloon Passage £62.

NOTE—Particularly Charge of Passage Rate by Cargo Steamers.

For further particulars, apply to—
THE BANK LINE, LTD.
(Tel. Central 780).
to
HOLYOAK, MASSEY & Co., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the
"BLUE FUNNEL" LINE
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

s.s. "CITY OF ORAN" ... ...via Suez Canal — — 11th May.
s.s. "OANFA" ... ...via Suez Canal — — 21st May.
s.s. "KASAMA" ... ...via Suez Canal — — 31st May.
s.s. "DIOMED" ... ...via Suez Canal — — 11th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.
[17

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
CHAMBORD	—	—	11th May
PAUL LECAT	—	—	18th May
ANDRE LEBON	—	—	25th May
AMBOISE	10th Apr.	12th May	8th June
CHANTILLY	24th Apr.	26th May	22nd June
ANGERS	8th May	9th June	6th July

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS 1st Class.....£ 85. 0s. 0d. | B CLASS STEAMERS 1st Class.....£ 83. 0s. 0d.
" 2nd " .....£ 68. 0s. 0d. | " 2nd " .....£ 60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (CARGO BOATS).

s.s. " loading for HAVRE, ANTWERP
" & DUNKIRK about
s.s. "SI-KIANG" from DUNKIRK, LONDON & HAVRE is due to arrive End of May.
Sailings subject to alteration without notice.

For full Particulars, apply to:—
MESSAGERIES MARITIMES CO.,
8, QUEEN'S BUILDING.
Telephone: Central 740.
2] CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIHONG ...| Capt. Ellis Walker | Friday, 9th May, at 4 p.m.
HAIFOONG ...| Capt. W. S. Turnbull | Tuesday, 13th May, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO.,
General Manager. [2

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON
and
NEW YORK

S.S. "SLAVIC PRINCE" ... ... 16th May.
S.S. "ROMAN PRINCE" ... ... 14th June.
S.S. "EASTERN PRINCE" ... ... 1st July.

For Freight and Full Particulars, apply to—
FURNESS (FAR EAST), LIMITED.
(Incorporated in Great Britain)
St. George's Building.
Telephone: Central 312.
Telegrams (Furnprince [3

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about).	Destination
"MIRZAPORE"	6,715	15th May	S'pore., Penang, Colombo & B'bay.
"PLASSY"	7,428	17th May	Mars., London & Antwerp.
"KASHMIR"	8,963	24th May	do.
"NAGPORE"	5,283	27th May	S'pore., Colombo & B'bay.
"KHIVA"	9,097	31st May	Mars., London & Antwerp
"ALIPORE"	5,373	9th June	S'pore, Penang, Colombo & B'bay.
"SICILIA"	6,813	13th June	do.
"KASHGAR"	8,840	14th June	Mars, London & Antwerp.
"SOUDAN"	6,696	23rd June	S'pore, Penang, Colombo & B'bay.
"MOREA"	10,911	28th June	Mars., L'don. & A'werp.
"KARMALA"	9,098	12th July	do.
"SICILIA"	6,813	22nd July	S'pore, Penang, Colombo & B'bay.
"MALWA"	10,941	26th July	Mars., L'don. & Antwerp.
"DEVANHA"	8,092	9th Aug.	do.
"MANTUA"	10,902	23rd Aug.	do.
"KALYAN"	9,118	6th Sept.	do.
"KAISAR-I-HIND"	11,430	20th Sept.	do.
"KASHMIR"	8,963	4th Oct.	do.
"MOREA"	10,911	18th Oct.	do.
"KASHGAR"	8,840	1st Nov.	Mars., L'don. & A'werp.

BRITISH INDIA—APCAR SAILINGS

"TAKADA"	6,849	25th May	Singapore, Penang & Colombo.
"TORILLA"	5,205	13th June	do.
"TALMA"	10,000	18th June	Singapore, Penang & Calcutta.

EASTERN AND AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	28th May	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	2nd July	
"ST. ALBANS"	4,500	30th July	

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal. San Francisco, etc.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for South Australia and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"SICILIA"	6,813	16th May	Shanghai.
"KASHGAR"	8,840	17th May	Shanghai, Moji & Kobe.
"TORILLA"	5,205	24th May	Moji & Kobe.
"MOREA"	10,911	30th May	Shanghai, Moji & Kobe.
"TALMA"	10,000	30th May	Moji & Kobe.
"ARAFURA"	6,000	7th June	do.
"SOUDAN"	6,696	11th June	Shanghai.
"KARMALA"	9,098	13th June	Shanghai, Moji & Kobe.
"MALWA"	10,941	27th June	do.
"ST. ALBANS"	4,500	5th July	Moji & Kobe.
"SICILIA"	6,813	10th July	Shanghai.
"DEVANHA"	8,092	11th July	Shanghai, Moji & Kobe.
"MANTUA"	10,902	25th July	do.
"EASTERN"	4,000	2nd Aug.	Moji & Kobe.
"KALYAN"	9,118	8th Aug.	Shanghai, Moji & Kobe.
"KAISAR-I-HIND"	11,430	22nd Aug.	do.
"KASHMIR"	8,963	5th Sept.	do.
"ARAFURA"	6,000	6th Sept.	Moji & Kobe.
"MOREA"	10,911	19th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	3rd Oct.	do.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"MALWA"	10,941	18th Oct.	Shanghai, Moji & Kobe.
"KARMALA"	9,098	1st Nov.	do.
"EASTERN"	4,000	1st Nov.	Moji & Kobe.
"MANTUA"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"KHIVA"	9,097	29th Nov.	do
"MACEDONIA"	11,289	13th Dec.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to NOON on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.

Y. K. K.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN
KEELUNG, HONGKONG, CANTON & HAIPHONG.
SAILING FROM HONGKONG.

For CANTON

For HAIPHONG via Holhow & Pakhoi

For KEELUNG via Swatow & Amoy
s.s. "NANYO MARU No. 1" ... ...on or about 9th May.
For further particulars, please apply to—
Branch Office
No. 37, Bonham Strand West.
Tel. Central No. 156.
S. MITARAI, AGENT.
Top Floor King's Building.
Tel. Central Nos. 140 & 4457.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departures
SHANGHAI	"SUNNING"	On 8th May, 4 p.m.
SHANGHAI	"CHANGCHOW"	On 9th May, 4 p.m.
HOIHOW & SINGAPORE ...	"CHINHUA"	On 10th May, 10 a.m.
AMOY, SWATOW & SINGAPORE ...	"TAMING"	On 10th May, 2 p.m.
TIENTSIN	"KUEICHOW"	... On 10th May, 4 p.m.
SHANGHAI	"SZECHUEN"	... On 10th May, 4 p.m.
SHANGHAI & TSINGTAO	"LUCHOW"	... On 11th May, Noon.
SHANGHAI	"ICHANG"	... On 11th May, 4 p.m.
SHANGHAI	"HUNAN"	... On 12th May, D.L.
SWATOW & SHANGHAI	"CHENGTU"	... On 12th May, 4 p.m.
AMOY & SHANGHAI	"SINKIANG"	... On 13th May, D.L.
AMOY & SHANGHAI	"LINAN"	... On 13th May, 10 a.m.
SWATOW & BANGKOK	"KIANGSU"	... On 13th May, 2 p.m.
SHANGHAI	"CHINKIANG"	... On 14th May, D.L.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.
TELEPHONE CENTRAL 38.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leaves Hongkong for Manila, Sandakan, Thurs. Is. & Aus. Ports.
"CHANGSHA" ...	23rd May	28th May

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE, Agents.
Telephone No. Central 38.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "BOLTON CASTLE" ... ... Sails on or about 3rd June

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

*S.S. "SILVIO PELLICO" ... ... Sails about 1st June.
S.S. "NIPPON" ... ... Sails about 3rd June.
*S.S. "GERANIA" ... ... Sails about 20th June.
S.S. "ROSANDRA" ... ... Sails about 3rd July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

*S.S. "NUMIDIA" ... ... Sails about 11th May.
*S.S. "AUSSA" ... ... Sails about 4th June.
S.S. "DUCHESSA D'AOSTA" ... ... Sails about 7th June.
*S.S. "SILVIO PELLICO" ... ... Sails about 4th July.
S.S. "NIPPON" ... ... Sails about 8th July.
S.S. "ROSANDRA" ... ... Sails about 7th August.

* Cargo only.

NATAL LINE OF STEAMERS.

FOR CALCUTTA COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... ... Sails about 10th June.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LIMITED,
Telephone Central 1030. Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "Chopaka" ... ... Due Hongkong 24th May, Leave Hongkong 27th May
U.S.S.B. "West Faralon" ... ... Due Hongkong 8th June, Leave Hongkong 12th June

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.
THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO SAN FRANCISCO DIRECT.

U.S.S.B. "Las Vegas" ... ... Due Hongkong 7th May, Leave Hongkong 10th May

TO MANILA, CEBU AND ZAMBOANGA.

U.S.S.B. "West Carmona" ... ... Due Hongkong 20th May, Leave Hongkong 22nd May

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO SINGAPORE, ZAMBOANGA, CEBU AND MANILA.

U.S.S.B. "West Montop" ... ... Due Hongkong 8th June, Leave Hongkong 10th June

FOR FULL INFORMATION, APPLY TO
STRUTHERS AND BARRY,
1st Floor, Queen's Building,
Phone No. Central 2006.
L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA.
G. P. BRADFORD, Res. Agent. [122

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Shanghai	*Limon*	8th May
Europe via Negapatam (Letters only, London, 10th April.)	*Penang Maru* ...	10th May
Suez and Straits	*Laomedon* ...	11th May
Europe via Negapatam (papers only, London, 10th April.)	*Tamba Maru* ...	11th May
U.S.A., Japan and Shanghai	*Pres. Monroe* ...	12th May
Australia & Manila	*Tenyo Maru* ...	14th May
Manila	*Pres. Madison* ...	14th May
U.S.A., Canada, Japan & Shanghai	*Pres. Mckinley* ...	17th May
Straits	*Suwa Maru* ...	19th May
Australia & Manila	*Ohangsha*	20th May
Japan	*Atsuta Maru* ...	20th May
Japan	*Abi Maru*	23th May

OUTWARD MAILS.

For	Per	Date.	
*Swatow, Amoy and Formosa	*Nanyo Maru No. 1*	Thursday, 8th,	8.30 A M
Bangkok	*Banka*		8.30 A M
Shanghai, Japan, Canada, U.S.A., Central and South America and EUROPE via VANCOUVER, B.C. —due Vancouver, B.C., 26th May & Europe via Siberia (Correspondence specially superscribed "via Siberia" only.)	*Empress of Asia*	Registration Letters ...	9.15 A M 10.00 A M
*Swatow and Amoy	*Hong Hwa* ...		11.00 A M
Straits	*Van Cloon* ...		1.00 P M
Saigon. *Straits, Lourenco Marques and South Africa	*Kanagawa Maru*		2.30 P M
Shanghai	*Sun Wing*		2.30 P M
Swatow	*Hydrangea*		3.20 P M
Java via Batavia	*Sandoeng Maru* ...		3.30 P M
Saigon	*Produce*		5.00 P M
Java via Soerabaya	*Tilleboet*	Friday, 9th,	10.30 A M
Haiphong	*J. L. Mezinckel* ...		10.30 A M
Straits and Calcutta	*Laisang* ...		1.00 P M
Shanghai	*Changchow* ...		2.30 P M
Swatow, Amoy and Foochow	*Hai Hong*		3.00 P M
Japan	*Macassar Maru*	Saturday, 10th,	8.00 A M
Hoihow	*Chinkiang*		8.30 A M
Amoy and *Manila	*Suisang*		10.00 A M
Manila	*Protesilaus* ...		10.30 A M
Amoy	*Taming*		1.00 P M
Shanghai	*Szechuen*		2.30 P M
Saigon, *Straits, Ceylon, India Mauritius, E. & S. Africa, Egypt & Europe via Marseilles—due Marseilles, about 13th June.—Ship sails on Sunday, 11th May, at 4 p.m. ...	*Chanchow* ...	Registration Letters ...	4.15 P M 5.00 P M
Hoihow and Haiphong	*Lessang*	Sunday, 11th,	8.30 A M
Swatow, Amoy and Formosa	*Amakusa Maru* ...		2.00 A M
Shanghai	*Luchow*		9.00 A M
Straits	*Helenus*	Monday, 12th,	2.30 P M
Swatow, Amoy & Foochow	*Haifoong* ...	Tuesday, 13th,	Noon
Swatow and Bangkok	*Chaksang* ...		1.00 P M
Swatow	*Kwang wang* ...		5.00 P M
Shanghai	*Shidzuoka Maru*	Wednesday, 14th,	9.30 A M
Japan	*Tango Maru*	Thursday, 15th,	9.30 A M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT).

HELENUS	...12TH MAY	London, Rotterdam & Antwerp
PATROCLUS	...19TH MAY	Marseilles, London & Rotterdam
AUTOLYCUS	...26TH MAY	London, Rotterdam & Hamburg
DARDANUS	... 2ND JUNE	London, Rotterdam & Hamburg

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

RHESUS	...20TH MAY	Genoa, Liverpool & Glasgow
CALCHAS	... 1ST JUNE	Marseilles, Havre, Liverpool & Glasgow
NINGCHOW	...20TH JUNE	Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

PROTESILAUS	...23RD MAY	Victoria, Seattle & Vancouver
ACHILLES	...23RD JUNE	

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

OANFA	...21ST MAY	via Suez and Boston
DIOMED	...11TH JUNE	via Suez and Boston
MENELAUS	...21ST JUNE	via Suez and Boston

PASSENGER SERVICE

MENTOR	...15TH MAY	for Shanghai
PATROCLUS	...19TH MAY	for Singapore, Marseilles & London
MENTOR	...16TH JUNE	for Singapore, Marseilles & London
ANCHISES	...14TH JULY	for Singapore, Marseilles & London
TEIRESIAS	...11TH AUG.	for Singapore & London
SARPEDON	... 8TH SEPT.	for Singapore, Marseilles & London

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION, APPLY TO
BUTTERFIELD & SWIRE,
AGENTS.
201

Mr. & Mrs. MARTIN JOHNSON'S

TRAILING AFRICAN WILD ANIMALS.

COMMERCIAL.

OPENING QUOTATIONS.

May 7th, 1924.

On London.—	
Telegraphic Transfer ...	2/4⅛
Bank Bills, on demand ...	2/4 3/16
Bank Bills, at 30 days' sight ...	—
Bank Bills, at 4 months sight	2/4⅜
Credits, at 4 months' sight ...	2/5
Documentary Bills, 4 months' sight	2/5⅛
On Paris.—	
Bank Bills, on demand ...	705
Credits, 4 months' sight ...	805
On New York.—	
Bank Bills, on demand ...	51½
Credits, at 30 days' sight ...	52½
On Bombay.—	
Telegraphic Transfer ...	168½
Bank Bills, on demand...	
On Calcutta.—	
Telegraphic Transfer ...	168½
Bank Bills, on demand ...	
On Shanghai.—	
Bank Bills, at sight ...	nom.
Private, 30 days' sight ...	
On Yokohama.—On demand	149½
On Manila.—On demand ...	103½
On Singapore.—On demand ...	100½
On Batavia.—On demand ...	139
On Haiphong.—On demand ...	nom.
On Saigon.—On demand	—
On Bangkok.—On demand ...	79
Sovereign, Bank's Buying rate	$ 8.31
Gold Leaf, 100 fine, per tael	49.40
Bar Silver, per oz ...	33

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital	$50,000,000
Issued and Fully Paid-up ...	$20,000,000
Reserve Funds:—	
Sterling	£4,500,000
Silver	$25,500,000
Reserve Liability of Proprietors ...	$20,000,000

Court of Directors:

W. L. Pattenden, Esq.—Chairman.
H. P. White, Esq.—Deputy Chairman.
B. D. F. Berth, Esq. — J. A. Plummer, Esq.
A. H. Compton, Esq. — J. P. Warren, Esq.
Hon. Mr. P. H. Holyoak. — N. L. Watson, Esq.
A. O. Lang, Esq. — G. M. Young, Esq.

Chief Manager:
A. G. Stephen, Esq.

Manager: Hongkong—A. H. Barlow, Esq.
Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
WESTMINSTER BANK, LTD.

Current Accounts opened in Local Currency, and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 7th May, 1924. [27

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW.
Acting Chief Manager.

Hongkong, 5th May, 1924. [28

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office—London.

Paid-up Capital	£3,000,000
Reserve Fund	£3,600,000
Reserve Liability of Proprietor ...	£3,000,000

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, April 8th, 1924. [31

THE BANK OF TAIWAN, LIMITED.

(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid up)	Yen 52,500,000
Reserve Fund	Yen 12,980,000

Head Office:—Taipeh, Formosa.

Branches:
Japan:—Tokyo, Yokohama, Kobe, Osaka, Moji.
Formosa:—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
China:—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
Others:—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

London Bankers:
London Counties Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.

Hongkong Branch,
4, Des Voux Road,
Hongkong, 15th September, 1923.

GOLDEN SPECIALS

Virginia Cigarettes

OF

RARE QUALITY

Packed in Hermetically Sealed Tins of

25

Cigarettes.

Now on Sale at all Clubs, Hotels, Stores, etc.

Residents in the Ports of CANTON, SWATOW, AMOY, FOOCHOW, MACAO and WUCHOW should apply to the Agents who now have Stocks on hand.

BRITISH-AMERICAN TOBACCO CO. (CHINA), LTD.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital ...	£3,000,000
Subscribed Capital ...	£1,800,000
Paid-up Capital ...	£1,050,000
Reserve Fund	£1,250,000

Bankers:
The Bank of England
and
Midland Bank, Ltd.

Branches:

Bangkok	Galle	Kuala Lumpur	Rangoon
Batavia	Hongkong	Madras	Shanghai
Bombay	Howrah	New York	Simla
Calcutta	Kandy	Penang	Singapore
Colombo	Karachi	Port Louis	Sourabaya
Delhi	Kota Bharu	(Mauritius)	

Hongkong Branch:
Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

N. C. WILSON,
Manager.

7, Queen's Road Central,
Hongkong, February 11th, 1924 [30

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 91 Boulevard Haussmann, Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid-up Capital	Frs. 68,400,000.00
Reserve Fund	Frs. 59,667,283.54

Branches:

Bangkok	Hongkong	Saigon
Battambang	Mengtsz	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom Penh	Yunnanfu
Hanoi	Pondicherry	

Bankers:
In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan and Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager.

Hongkong, 20th March, 1924. [32

THE BANK OF EAST ASIA, LTD.

Head Office:—
No. 10, Des Voeux Road Central, HONGKONG.

Established 1919.

Authorised Capital	$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	760,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum. on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

	Per annum.
For 3 months at the rate of	3 per cent.
For 6 "	4 "
For 12 "	5 "

KAN TONG PO,
Chief Manager.

Hongkong, March 15th, 1924. 184

INDUSTRIAL AND COMMERCIAL BANK, LTD.

Head Office:
York Building, Chater Road, Hongkong

Branches:
Shanghai—91, Kiangse Road.
Hankow—British Concession.

Correspondents in
London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

Prompt Service.

Attractive Rates for all kinds of Deposits. Enquiries are welcomed.

T. H. MAI,
1963] Manager.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up)	Yen 100,000,000
Reserve Fund	Yen 73,000,000

Head Office: Yokohama.

Branches and Agencies at:

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien (Mukden)	Nagoya	Shimonoseki
Hamburg	Newchwang	Sydney
Hankow	Osaka	Tientsin
Harbin	New York	Tokyo
Honolulu	Peking	Tsinanfu
Kai Yuen	Rio de Janeiro	Tsingtau
		Vladivostock

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at Rates to be obtained on application.

T. NISHIYAMA, Manager.

Hongkong, 17th Sept., 1923. [39

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

[Netherlands Trading Society.]
BANK.

Established 1824.
Hongkong Branch established 1906.

Authorized Capital Guilders	150,000,000 (£12,500,000)
Paid-up Capital	80,000,000 (£6,666,670);
Reseve Fund	19,769,180 (£1,647,430)
Special Reserves	22,680,000 (£1,888,330);

Head Office:—AMSTERDAM.

Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.
LONDON BANKERS:—The National Provincial and Union Bank of England, Ltd.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAARGAARD
Acting Agent.

THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$60,000,000.00
Paid-up Capital	18,278,600.00
Reserve Founds	9,629,425.24

Head Office:—Peking.

Hongkong Branch:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.
New York Bankers:—The Irving National Bank. The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for Home Exchange.

TSUYEE FEI,
Manager.

Hongkong, September 8th, 1921. [38

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